

THE MOTOR CYCLE

FOUNDED 1903 · LARGEST NET SALE IN THE WORLD

625.6

handsome

THE JOHN GREAR LIBRARY
MAY 13 1958

The Greeks have a word for it . . . KALOS
Adonis was heralded by the Greeks for his
graceful masculine appearance and he is often
acknowledged as an example of physical
perfection.

Nortons have a word for it . . . **DOMINATOR**
99. Proclaimed by the majority of the
motor cycling fraternity as the machine to
suit the most exacting requirements of the
enthusiast. A truly handsome machine.



NORTON MOTORS LTD.



BRACEBRIDGE ST., BIRMINGHAM

replacement SILENCERS

for **ALL**
makes and models

There is something about a

BURGESS Silencer that the others haven't got.

When the time comes to replace your present silencer instruct

your garage or service station to "fit a Burgess"—the top

quality silencer that does not restrict engine performance.

Trade enquirers should ask for In-Stock list BPS224

BURGESS PRODUCTS COMPANY LTD.

HINCKLEY, LEICS.

Main Scottish Distributors:

David Harrison Ltd., 78-80 Haymarket Terrace, Edinburgh 12.

ENSURE THAT YOUR MOTOR CYCLE IS



ask to see

MPC



DUALITE MK III.
The luxury dual seat
for the
connoisseur
as made for the
American market.
Price 92/6d.

ASK TO SEE M.P.C. AT YOUR LOCAL DEALER

METAL & PLASTIC COMPACTS LIMITED

ARMOURY ROAD, BIRMINGHAM, 11

Phone: VIC 1008 and 2381 (20 lines)

Grams: AMPECE, B'HAM



24 APRIL 1958

THE MOTOR CYCLE

1

*** D. LEWIS LTD. FOR THE WORLD'S FINEST RANGE OF MOTOR CYCLE CLOTHING *** FOR STYLE AND FIT IT'S 'AVIAKIT' ***

The "FALCON"LOOK A MILLION ON A PILLION
—even cooler on a scooter!

So dry and warm—such a slim silhouette! This genuinely wind- and water-proof two-piece suit is snugly lined throughout—without being bulky. Proves you can look attractive without getting cold and wet! Separate jacket—just right for sports events. Beautifully styled in jet black and two lovely colours—green and kingfisher. The smartest turnout you could buy.

Sold separately. Jacket 59/6.
Slacks 32/6.

COMPLETE 89/6

Sizes: Bust 34-38, Inside leg 27-31.

STELLETT Coat

★ Just perfect for motor cycling or scootering!
★ Smartly cut—completely stormproof.

★ Flare lined throughout.

★ Exclusive "Apron Front."

★ Supple P.V.C. in Black, Blue or Wine shades 82/6

Sizes: 34 to 38 bust.
Detachable medium weight body and sleeve lining 14/11 extra.

"TUFFLERS"

Keep your neck dry with the exclusive "AVIAKIT" "TUFFLER". Obtainable only from D. Lewis Ltd. or AVIAKIT Agents. For "HUSKY" and "NOMAD". In Red only 4/3

The "COUNTRYMAN"

- ★ SOLID LEATHER.
- ★ Comfortable and good-looking.
- ★ Really tough, hard wearing.
- ★ Two large pockets.
- ★ Adj. leather waistband
- ★ Warmly lined.

£6.12.6

Sizes: Chest 34-44.
Also "BLACKARROW"
Cat. No. 62 1/2 length
solid leather, 4 zipper
pockets £8.15.0.

BRONX Jacket

- ★ KING OF THE HIGHWAY for looks and wind-resistant warmth!
- ★ Hand selected solid leathers.
- ★ Luxurious scarlet quilted lining.
- ★ Zipper pockets and cuffs.
- ★ Snap-back lapels.
- ★ Jet black.

£9.18.6

Sizes: Gents 34-44 chest.
Ladies: 34-38 bust.

ALL ORDERS POST FREE. Important! FOR PROMPT MAIL ORDER SERVICE PLEASE ADDRESS YOUR ORDERS TO Mr. G. Lewis, 124 Great Portland Street, London, W.1. FOR LONDON SHOPPERS: Open daily until 5.30 p.m. Closed 1 p.m. Thursdays. 6.30 p.m. Fridays. Personal Callers welcomed. OPEN ALL DAY ON SATURDAYS UNTIL 5 P.M. Please state height and chest when ordering.

MIDLAND AGENT:
N. JONES, 19-20 Spiceal Street
(Bull Ring), BIRMINGHAM Tel: Midland 3351

WITHOUT QUESTION!
WORLD'S FINEST RANGE OF
MOTOR CYCLE CLOTHING

★ HUSKY, NOMAD, ROADSTAR, PATROL, MAMBA, STELLA and STELETTE are made from exclusive "RAINSHEDDER" P.V.C. This material is the greatest step forward for years in the production of first-class waterproof.

★ GUARANTEED ABSOLUTELY STORMPROOF ★ NON-STICKY ★ NON-CRACKING ★ EASILY CLEANED WITH DAMP CLOTH ★ Don't confuse "RAINSHEDDER" with the thin plastic sheeting often offered.

Exclusive New Features NOMAD MK II Suit

★ Guaranteed completely Stormproof.

★ Extra strong RAINSHEDDER Black P.V.C.

★ Fleecy lined.

★ Provision for detachable linings throughout.

Sold separately: JACKET 81/-

TROUSERS 52/6

Complete Suit

£6.9.6

Cut for LADIES in Blue, Green, Wine or Black—same price.

Add to the basic suit at your convenience for even greater warmth.

These optional extras easily obtained.

★ DETACHABLE quilted jacket lining 33/-

★ DETACHABLE quilted trouser lining 33/6.

PATROL Suit

- ★ Tough "RAINSHEDDER" black P.V.C.
- ★ Lancer front "AQUA-SHED" (pat. app. for) protected.
- ★ Guaranteed completely stormproof.
- ★ Four large zipper pockets.

★ Adjustable waist, ankles and cuffs for perfect fit.

Sizes: 34 to 44 chest. 29 to 33 inside leg.

Suit complete: £4.19.6

Also for Ladies, in Blue—same price. Sizes: SW W & WX.

Legs 27-30".

"AQUA-SHED"

WHY feel wet and messy when it rains? Water is stopped from running down your sleeves by the "AQUA-SHED" (patent app. for). Fitted only to AVIAKIT, NOMAD suits and HUSKY COATS. A COMPLETELY EXCLUSIVE FEATURE.

Lewis LTD.
124
GT. PORTLAND ST.
LONDON, W.1.
Tel: MUSEum 4314/5

D. LEWIS LTD., 32 Market Place,
ST. ALBANS Tel: 52098

The "ATLANTIC"**UNLINED BOOTS**

Around town or out on the highway, these are the boots for YOU. Just great for style and tops for comfort. They're strong, light and made to take the kicks. In black grain leather. Height from ground approx. 10in. Sizes 6-11. Price 79/6

RACING & TOURING GLOVES

Sizes: 8 to 10 1/2.
(As illustrated.)



NO. 802.

★ Unlined genuine black horsehide.
★ Extremely strong and supple.
★ Short semi-gauntlet style.

21/-

GLOVES NO. 806

Similar to 802 but with zip cuff for close fit over clothing. Sizes: 7 to 11.

LEGETTE JUNIOR

★ Gives complete protection to shins and calves.



★ Excellent for wear with two-piece suits.

★ Easily carried in pocket.

★ Guaranteed 10/6 waterproof.

Sizes: 6-11. Ladies 4-6 (state shoe size).

Also LEGETTE Senior. As 17/11

NEW 32-PAGE CLOTHING CATALOGUE
SEND for your copy TODAY!

★ A visit to D. LEWIS LTD. is well worth while. If you cannot call, write AT ONCE for our latest 32-page fully illustrated clothing catalogue. Packed from cover to cover with full details of our wonderful range of clothing. (4d. in stamps will be appreciated.)

PANTHER Suit

★ GUARANTEED COMPLETELY STORMPROOF

★ Hard-wearing black proofed gaberdine.

★ Stormproof interlined throughout (including sleeves).

★ Concealed 2-position zip front.

★ Adjustable ankles and cuffs.

Sold separately.

Jkt £4/5/6. Trous £3/5/6.

£7.10.6 Complete Suit

Men's sizes: 34-44 chest.

29in. to 34in. inside leg.

Ladies sizes: SW, W & WX.

Legs 27-30".

Optional Extras—

★ Detachable quilted jacket lining 33/-

★ Detachable quilted trouser lining 33/6.

Personal Shoppers Visit any of the addresses below and see our fine range of clothing without delay.

NORTHERN AGENT:
N. JONES, 43-45 Snig Hill,
SHEFFIELD Tel: Sheffield 26168



*** D. LEWIS LTD. FOR THE WORLD'S FINEST RANGE OF MOTOR CYCLE CLOTHING *** FOR STYLE AND FIT IT'S 'AVIAKIT' ***



Stadium "Aeroglide"

The strong fibre-glass body is superbly finished in machine matching colours and its futuristic styling combines smartness with slipstream efficiency.

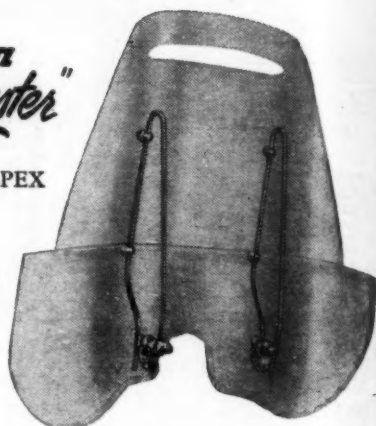
No. 240 £8.7.6

Your Stockist recommends *Stadium WINDSCREENS*

'Stadium Weathermaster'

Generous width of PERSPEX and apron gives full protection and cut-out deflector permits unimpaired vision in all weathers. Chromium plated fittings.

No. 234 84/-

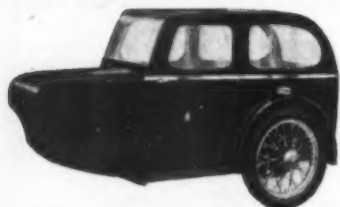


Obtainable from all retailers including Halfords branches

STADIUM LTD., 30/36 Queensway, Ponders End, Enfield, Middx.

WV27

WATSONIAN



'CAMBRIDGE'

Model	Chassis	Price	Total (inc. P.T.)
Windsor	LX	£41 5 8	£51 10 0
Asenot	VQ	£78 3 2	£97 10 0
Monarch	VQ	£86 18 9	£96 0 0
Light	VQ	£63 6 7	£79 0 0
Maxstoke	VQ	£83 7 9	£110 10 0

Convert your Standard VQ.31 chassis to latest Spring Wheel, with or without brake hub. Write for Leaflet SPU.

WATSONIAN SIDECARS LIMITED
19 ALBION ROAD · GREET
BIRMINGHAM 11

...the
best
known
name
in
sidecars

The new luxurious double adult saloon, with the unique full length sliding door, steel canopy and moulded "Cobex" windows. Double hinged front seat allows easy access for rear passenger. In contrasting colours to choice.



If it's **SAFETY**
you really
want...

It's false economy to save a few shillings when safety is at stake. Make sure you are buying real safety. LYCETT ensures this by offering a B.S.I.-approved helmet which very comfortably meets every requirement of BS.2001/56 and has been

specially designed to give maximum protection. No other helmet gives you the features incorporated in the LYCETT Helmet. Besides offering you safety, it combines lightness, smartness and comfort. Available in black or white. Sizes cover the range from 6½ to 7½.

LYCETT "LIFEGUARD"
67/6 (inc. P. Tax)

LYCETT SADDLES LTD., BIRMINGHAM, 3

Introducing THE NEW CEZETA 175cc SCOOTER

Specification includes:—

JAWA-CZ 175c.c. two stroke engine

8 b.h.p. at 4750 r.p.m.

Four speeds, foot control

AUTOMATIC CLUTCH

Rubber springing front and rear

Battery lighting

Dual exhaust pipes

Front luggage carrier

12" interchangeable wheels

PRICE £169-17-6

(Including Purchase Tax in Great Britain only.)



**JAWA-CZ MOTORCYCLES
ALSO NOW AVAILABLE**

THE JAWA-CZ 250c.c. 'FAVORIT'
£176-10-7

(Including Purchase Tax in Great Britain only.)

THE JAWA-CZ 350c.c. TWIN 'SENIOR'
£203-6-10

(Including Purchase Tax in Great Britain only.)

USE THIS COUPON

To: **INDUSTRIA (LONDON) LTD.**
BOYN VALLEY RD., MAIDENHEAD

Please send me particulars of Jawa-CZ
SCOOTER/250 'FAVORIT'/350 'SENIOR'

NAME

ADDRESS

.....

AND ADDRESS OF MY NEAREST DEALER

**U.K. CONCESSIONAIRES
INDUSTRIA (London) LTD
BOYN VALLEY ROAD,
MAIDENHEAD, BERKS**

Exporters:

MOTOKOV PRAHA CZECHOSLOVAKIA



Safe and Stylish

Slazenger

PROTECTIVE CLOTHING

Recommended by GEOFF DUKE, JOHN SURTEES and JACK BRETT—The Slazenger range of **HELMETS, SUITS, COATS, GAUNTLETS** and **MITTS** are made by craftsmen from the finest materials available. Designed to meet the exacting requirements of the motorcycling enthusiast and scooter rider, in a price range to suit every pocket and offering outstanding value for money!

OBTAINABLE FROM HALFORDS AND ALL LEADING ACCESSORY DEALERS.

SLAZENGER - HORBURY - WAKEFIELD

**EVERY
MECHANIC
(PROFESSIONAL
OR DO-IT-YOURSELF)
SHOULD USE**



GRE-SOL

Are YOU in the Black Hand Gang? Modern GRE-SOL jelly cleanser cleans off grime, swiftly and effectively; and being antiseptic, prevents infection from cuts and scratches.

GRE-SOL is a boon on journeys, it cleanses and disinfects without water. Don't use half measures — GRE-SOL gives you clean hands after any job. (And it costs only 1/6.) From Garages, Ironmongers and Stores everywhere.

GRE-SOLVENT CO., WHITEHALL ROAD, LEEDS, 12
mch. 10388

*Are you a discriminating
Motorcyclist?*

if so, you will almost certainly
**insist on John Bull tyres and
accessories.**



KNEE GRIPS



FOOT LEVER RUBBERS



KICK START RUBBERS



REPAIR KITS



TWIST GRIPS



FOOT REST RUBBERS



FRONT GRIP



DEEP GRIP



ROUGH RIDER



ELEVEN RIB



TRIPLE DUTY



JOHN BULL

Made for the man who will have
the best

JOHN BULL RUBBER CO. LTD., LEICESTER

"EASY PAY" TERMS ON ORDERS OF £5 & OVER—SEND US YOUR ENQUIRY—QUOTES PER RETURN



WIDE RANGE TO CHOOSE FROM. CASH OR "EASYPAY."

LADIES' COATS

	Cash	Deposit	8 monthly
Nonbeta	£3 19 6		
Vicount	£5 18 11	20/-	19/9
Duplex	£3 14 6	20/-	22/1
GENTS' COATS			
Vicount	£5 18 11	20/-	19/9
Duplex	£3 14 6	20/-	22/1
Premier	£6 15 0	20/-	22/1
Valiant	£6 17 6	20/-	23/-
Ironhyde	£6 17 6	20/-	23/-
Ironhyde detach.			
lining	£7 15 0	20/-	25/11
Challenger	£7 7 0	20/-	24/6
Motor	£10 10 10	20/-	36/5
Supersenia	£10 15 0	20/-	37/5



SELSTAFF OR ARMADRAKE. CASH OR "EASYPAY"

LADIES' SUITS

	Cash	Deposit	8 monthly
Scoterjak	£4 6 6		
Lincoln	£4 19 11	20/-	15/4
Speed Queen	£5 6 6	20/-	16/0
Black Prince	£6 12 6	20/-	21/6
Ace fur lined	£8 15 0	20/-	29/0
GENTS' SUITS			
Piastion	£3 15 0		
Continental	£4 19 6	20/-	15/4
Iron Duke	£6 10 0	20/-	21/1
Black Prince	£6 12 6	20/-	21/6
Ace fur lined	£8 15 0	20/-	29/0
Black Panther	£8 19 6	20/-	30/8
Iron Duke, quilted	£9 5 0	20/-	31/8
Black Prince fur lined	£10 2 6	20/-	34/11



RACING LEATHERS

A.C.U. Approved. As used by the Champions for years.

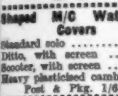
Made to measure in top quality hides. Padded shoulders, thighs, etc. Send for self measurement form.

	Cash	Deposit	8 monthly
2-piece leather	£22 10 0	66/-	56/5
2-piece horsehide	£29 15 0	120/-	69/9
1-piece leather	£23 15 0	69/-	59/8
1-piece horsehide	£30 17 0	124/-	72/10



AVON FAIRINGS

FROM STOCK
Lightweight Droopy £7 15 0
Standard or Droopy
Snoot £8 6 11
Special for Vincent £8 17 6
Extra large A.A.
model £9 9 0
Midland Fairings £9 9 0
Streamliner £29 17 6
Cash or EasyPay Terms
Send for order form.
Pkg. & Carr. 10/6.



Shaped M/C Waterproof Covers
Standard solo £1/-
Ditto, with screen £7/6
Snoot, with screen £7/6
Heavy plasticized cambrio £3/-
Post & Pkg. 1/6.



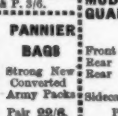
PANNIER FRAMES

Black with folding base universal fitting, pair £7/6
Special for B.S.A. Bantam clip-on makers' colours £9/9
Ditto with carrier £9/-
Tubular quickly detachable with fittings for individual machines £9/6
Carr. 3/6.



REMOULD TYRES

350 x 19 40/-
275 x 21 39/6
300 x 21 Sports 45/-
300 x 21 Trials 50/-
325 x 18 42/6
325 x 18 50/-
325 x 19 62/6
350 x 18 60/-
350 x 19 83/6
P. & P. 3/6.



PANNIER BAGS

Strong New Army Packs
Pair 22/6.
Black leatherette with stiff backs pr. 43/6
Ex heavy green canvas pr. 50/6
HEAVY DUTY BATTERIES
Fully guaranteed, standard, 26/9
14 amps.
New anti-vibration type 33/3. Post 1/6.
Carriers 6/3

THIS WEEK'S BARGAIN
1957 AMBASSADOR 197, s/arm, 800 miles, one owner, in showroom condition, genuine snip. £117

MUD-GUARDS

Steel Alloy
Front 10/- 14/6
Rear 11/6 16/6
Rear detachable Tail 14/9
Sidecar black 20/-
F. & P. 2/-.

JAGROSE SILENCERS

Post & Packing 1/6.
1 1/2 in. chrome 11/6
All sizes ex. heavy 17/6
Suitable for Triumph 23/6
Megaphone shape 19/6



NEW TYRES 10/- DEPOSIT

AVON, DUNLOP, MICHELIN, GOODYEAR, FIRESTONE
All sizes supplied.
2.50 x 8 50/10 3.25 x 18 78/-
2.50 x 19 59/4 4.00 x 8 65/6
2.75 x 19 64/7 3.25 x 19 81/3
3.00 x 19 73/7 3.25 x 20 81/0
3.00 x 20 74/- 3.50 x 19 94/-
3.00 x 21 74/- Post & Pkg. 3/6.
10/- secures delivery. Tubes can be included in easy-payment orders. Send for order form.

CAMPING HOLIDAYS ARE BEST!

Send now for our FREE CAMPING CATALOGUE. It contains all the equipment necessary for a happy holiday. CASH or EASY PAYMENTS.



JAMES GROSE LTD. HEAD OFFICE SHOWROOMS & MAIL ORDER PHONE EUSTON 6231
379-381 EUSTON RD., LONDON, N.W.1. ESSEX DEPOT 389 EASTERN AVENUE GANTS HILL, ILFORD VALENTINE 5661

We went one better—



and bought an Isetta
BRITISH ISETTA—
thoroughbred of the light cars
from £349.19.6 including Purchase Tax

Hard- and soft-top vans
4-cwt. pay-load
£299.19.6
including Purchase Tax

ISETTA FEATURES —

- 1 4-wheel superb traction and stability
- 2 Hydraulic braking to all 4 wheels — praised by the technical press
- 3 World-famous B.M.W. 300 c.c., 4-stroke, air-cooled engine (separate oil and petrol)
- 4 Tubeless tyres lasting up to 40,000 miles
- 5 All-steel body with heavy tubular-bar front-door protection
- 6 Seats 2 adults and a child in comfort, with ample room for luggage
- 7 Cruises constantly at 50 m.p.h. — town and country 70 miles per gallon
- 8 300 agents in Great Britain ensure your local service

You cannot do better than own an Isetta — the world's largest-selling light car in its class. Nearly 100,000 Isetta owners cannot be wrong.

PASS AND JOYCE LTD

184-188 GREAT PORTLAND STREET
LONDON W.1 Phone: MUSEum 1001
Agency enquiries invited from small progressive firms
Also at Peter Street, Manchester and Bourne Court, Bournemouth



"AVON"

FAIRINGS AND FAIRSHIELDS

*for
Comfort in
all Weathers*

Behind an AVON Fairing and Fairshield or in the fabulous "Streamliner" you'll travel in luxurious comfort—at higher speeds with more miles per gallon.

Avon products are designed and manufactured by the originators of Aerodynamically-styled Glassfibre Fairings for motor cycles—in fact—Mitchenall Bros. have produced more of these products than all imitators put together.

Avon Fairings from £7.15.0 Pat. App. for	Avon Streamliner from £29.15.0 Reg. Des. No. 883317	Avon Fairshields £8.19.6 per pair Reg. Des. No. 887136/7
---	--	---

All in matching colours complete with fittings for most popular makes of machines... **DEMAND GENUINE AVON products**

From all the best Accessory Stockists, or if in difficulty write:

MITCHENALL BROS. LTD.
DURRINGTON, WILTS. Durrington Walls 370 & 525/6

The NEW CENTURION

FOR SAFETY HELMET

**SAFETY
COMFORT
and
STYLE**



Here's a safety helmet you'll like to wear. More than conforming to B.S.I. standards, the all-white Centurion is designed for smart appearance. Crown reinforced with fibre-glass, fully lined with cork, and with green taffeta lining. Headband and lined harness of best quality materials for added comfort. Flexible peak. Smooth washable surface—very easy to keep clean. Similar model for men at the same price.

55/9
(Inc. Tax)

ALSO IN BLACK. SIZES 6½-7½.

- OBTAINABLE
- FROM ALL GOOD
- CLASS DEALERS

PATENT PULP MANUFACTURING CO. LTD
THETFORD NORFOLK

First and Foremost MOTO GUZZI

QUALITY—PERFORMANCE—BEAUTY

98 c.c. SPORTS ZIGOLO

FINEST '58' VALUE ON THE MARKET



£109. 19. 6 including purchase tax

MAKE IT A GUZZI FOR 1958

Here are the finest bikes that money can buy, products of Italy's largest motor cycle factory. Proved for performance and reliability by consistent racing successes throughout the world; models you'll be proud to own and thrilled to ride. Designed for those who insist upon the best, yet modestly priced, MOTO GUZZI offers economy, faultless styling, sparkling performance, maximum serviceability with minimum maintenance.

And for the first time in Britain

175 c.c. SUPER SPORTS "LODOLA"

£199. 19. 6 including purchase tax

ASK YOUR LOCAL DEALER ABOUT THESE MACHINES OR WRITE TODAY FOR DETAILS

MOTOR IMPORTS COMPANY LTD.

158 STOCKWELL ROAD, LONDON, SW9 Phone, BR1 4610

better fit

WIPAC

... it has

WIPACITY

the capacity for longer life, exceptional performance and the highest standard of workmanship.



THE WIPAC GROUP · BLETCHLEY · ENGLAND



TRICON DIP SWITCH
includes Horn Push,
Engine cut-out
10/6

The Motor Cyclist's Workshop

(6th Edition)

This popular book by Torrens of "The Motor Cycle" describes the best methods for every kind of repair job. It explains the correct use of tools and the methods of working which save time and trouble. No motor cyclist's kit is complete without a copy. 7½" x 5". 165pp. Illustrated. 5s. net. By post 5s. 8d.

Published for "The Motor Cycle"

From booksellers or from Hiffe & Sons Ltd.

Dorset House, Stamford Street, London, S.E.1

OVER TO
John Arlott



An hour to go before my next commentary.
Time to enjoy a pipe of St. Bruno . . .

the only tobacco which really satisfies me. St. Bruno has a very special flavour that I do enjoy. Yes, St. Bruno is a companionable tobacco . . . slow burning and satisfying.



You're bound to like

ST BRUNO

The most popular flake of all

4/6 an ounce

©2583



The
puncture
patch that's
quickest to fix
GOLD CURING — PERMANENT

A Cure-C-Cure outfit looks much the same as ordinary puncture repair packs but, oh boy! — you'll certainly appreciate the difference when you have to repair a puncture. Firstly, it's easier and simpler to use than old fashioned methods; secondly, when a Cure-C-Cure patch is affixed it's absolutely permanent — *blending in with the tube*; it cannot creep or slip and its unique tapered sealing edge can overlap existing patches. GET YOUR OUTFIT NOW — at all good motorcycle, cycle and accessory stores.

Still priced from only 1/6d!

ALL BRITISH

CURE-C-CURE



Renowned for their
strength and safety:

**ROMAC
PRECISION
CABLES**



ROMAC
products

for riders and drivers

Romac products are on sale at all good accessory,
motorcycle, cycle and motor stores, and garages.

ROMAC INDUSTRIES LTD.

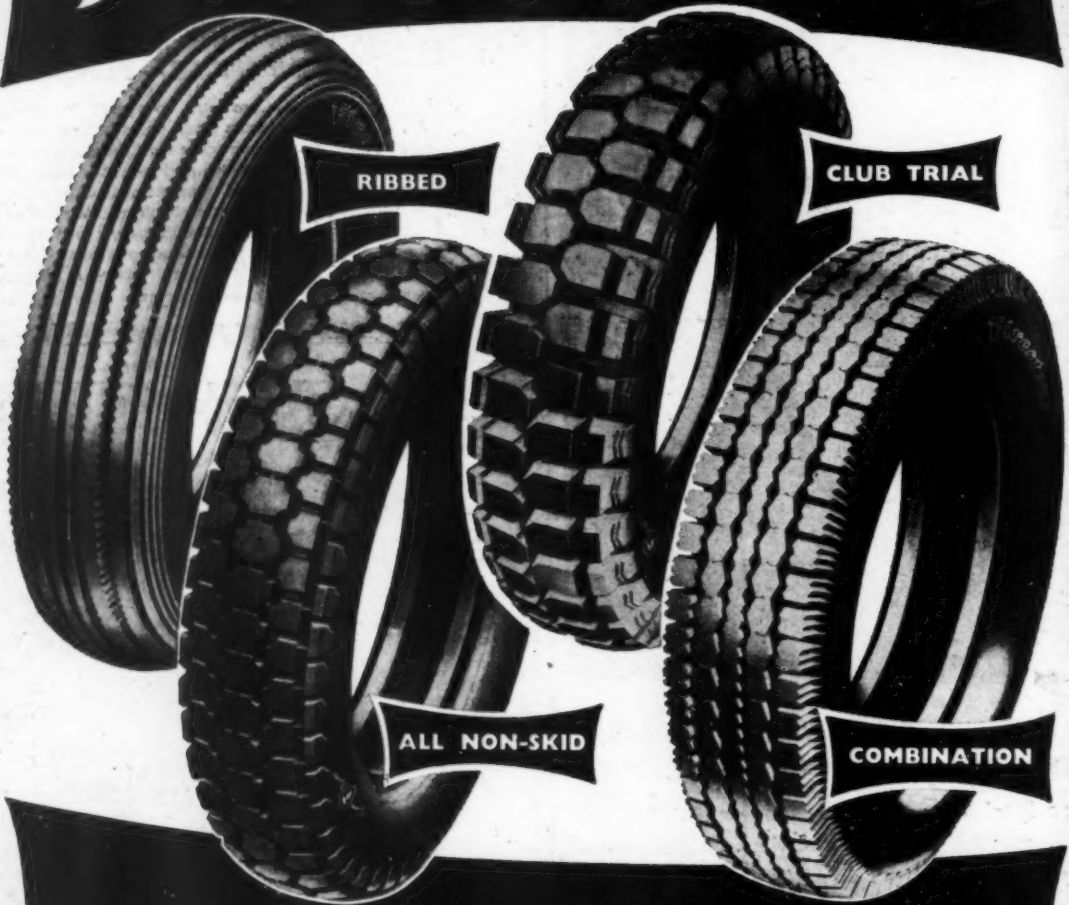
THE HYDE, LONDON, N.W.9. TELEPHONE: COLindale 6055-9

THE MOTOR CYCLE

- 24 APRIL 1958

For **SAFETY** and **ECONOMY**

Firestone



MOTOR CYCLE TYRES

Firestone TYRES



— **consistently good**

Publis
ILIFFE
DORS
STAM
LOND
Telegr
Teleph

BRAN

COVER
8-10, C
Teleph

BIRMIN
King E
Teleph

MANC
260, D
Teleph

GLASG
266, R
Teleph

ANNUN
Homa
Camed
Second
authori

EVERY

Occas

Fun in

Acces

Study

—

Letter

Team

Mr

Taj

Racin

On th

F.I.M.

Ques

T.T.

Gene

Club

THE MOTOR CYCLE

Largest Net Sale in the World

Thursday 24 April 1958

Published by
ILIFFE & SONS, LTD.,
DORSET HOUSE,
STAMFORD STREET,
LONDON, S.E.1.

Telegrams: Mocyde, Sedist, London
Telephone: Waterloo 3333

EDITOR
HARRY LOUIS

ASSISTANT EDITOR
GEORGE WILSON

Vol. 100 No. 2871
56th Year of Publication



At the head of the queue: two members of the staff show how gaps between other vehicles at a halt can be safely filled by filtering (see comments below)

BRANCH OFFICES:

COVENTRY
8-10, Corporation Street
Telephone: Coventry 5210

BIRMINGHAM
King Edward House, New Street, 2
Telephone: Midland 7191

MANCHESTER
240, Deansgate, 3
Telephone: Blackfriars 4412
Deansgate 3595

GLASGOW
240, Renfield Street, C.2
Telephone: Central 1265

ANNUAL SUBSCRIPTION
Home and Overseas: £2 15s
Canada and U.S.A.: \$8

Second-class mail privileges
authorized at New York, N.Y.

EVERY THURSDAY

In This Issue

Occasional Comments	... 498
Fun in Road Trials	... 500
Accessories Review	... 503
Study of Valve Mechanisms —By the Technical Editor	504
Letters to the Editor	... 507
Teams Behind the Scenes— Mr. and Mrs. Albert Taylor	... 510
Racing at Silverstone	... 512
On the Four Winds	... 514
F.I.M. Congress Report	... 516
Questions and Replies	... 518
T.T. Notes and News	... 520
General News	... 525
Club News...	... 526

Filtering at Traffic Halts

DERBY motor cyclists are perturbed because their chief constable is reported to have said that filtering to the head of a traffic queue is, in effect, illegal. He was speaking to the Derby Road Safety Advisory Committee and deprecating the practice of motor cyclists and cyclists overtaking "a line of vehicles waiting at traffic lights, crossings or other hold-ups." The chief constable added that the practice was dangerous and could involve prosecution. He had in mind, apparently, riders of two-wheelers filtering on the near side of stationary vehicles about to turn left. Frequently the outcome has been that, when the queue has started to move again, drivers wishing to turn have been unable to do so without inconvenience to themselves and danger to the riders on their left. Rather similar circumstances arise when filtering takes place on the off side of halted traffic about to turn right.

Filtering is not in itself illegal. Indeed, it is encouraged by sensible police officers who realize that it fills vacant road space and thus helps to improve the flow of traffic. Obviously, however, the practice must be applied with common sense, a regard for the convenience of others and a keen awareness of the likely manoeuvres of vehicles when they move off. Executed properly, filtering is justified on all counts and should not incur police disapproval. Nor should the police be influenced by objections from car and lorry drivers who, unable to judge the width of their own vehicles, or careless in their positioning on the road, are responsible for leaving the large spaces which riders of two-wheelers can safely occupy.

Braking Efficiency

WHILE it is true that even today the brakes on a few lightweight models are too small in diameter and width, and could be improved in design and manufacture, it is also true that by far the majority of machines are more than adequately equipped. Parallel with great strides in suspension systems and the increase in usable performance, brake developments have included stiffer drums and shoe plates, larger lining areas, better friction materials and improved cooling. Designers have done well and have not been unduly hamstrung by production-cost considerations. The average roadster with its brakes in first-class condition and properly adjusted is capable of equalling, if not bettering, the stopping distances of all other road vehicles except perhaps trams.

Unfortunately, for one reason or another, the brakes of some machines are not in first-class condition nor properly adjusted. Manufacturing tolerances which are too wide can result in inaccurate drums or malaligned shoe plates, with the result that efficiency is substandard from the outset. Unarmoured shoe pads are worn quickly by the action of the cam and demand frequent cable or operating-rod adjustment; then the point is reached where leverage begins to be lost although the linings are far from worn out. By no means all brakes are sufficiently waterproof to maintain efficiency during heavy rain. In short, fundamentally sound and relatively elaborate designs are spoilt by detail shortcomings which could easily be eliminated. Such criticisms should not be justified in 1958.



Budding Atlas? Think again! The energetic youngster in these shots is in fact a budding trials ace. He is Johnny Lee, the 18-year-old Francis-Barnett competition rider, who is undergoing physical training under that famous coach, Al Murray

OCCASIONAL COMMENTS

By "IXION"

Double-decker and Flyover

ON April 3 I criticized the scheme for a double-deck road on the outskirts of London. I have since discovered that some motorists cannot distinguish between a double-decker and a flyover. Flyovers are radically essential to the modern motorway. Without them we could never abolish the level junctions which slow down traffic and breed serious accidents. A flyover is simply a bridge approached by long ramps of easy gradient. The area in which one traffic line crosses another by means of a flyover is merely the width of the lower road multiplied by the width of the bridge. There are double-deck roads in the U.S.A. and elsewhere which are miles long. The projected London sample measures about nine miles from London Airport towards the Metropolis.

Sunday Legislation

THOUGH we motor cyclists suffer far less than certain other classes in the community from the obstinate survival of gross anachronisms in the laws which govern Sunday observance, considerable indignation was perceptible in our ranks when the latest parliamentary effort towards reform failed. The situation is perfectly simple. No sitting M.P. lightly alienates voters in his constituency. The upholders of

the obsolete legislation are found in all political parties, the majority of them being what is generally known as fundamentalists in religion, while the Welsh opposition is stiffened alike by a hatred of alcohol in many quarters and also by vested interests connected with the licensed clubs (which open on Sundays). The sum total of this opposition to reform is sufficiently formidable to daunt all party machinery. The whips would become today super active at any sign of a resolute non-party assault on the antique laws. We must therefore continue to

grumble and wait until some party can boast a huge majority on general controversial topics, plus a special majority on this vexed question. For the moment the chances of reform look none too rosy though that is no reason for relaxed efforts.

Petrol Fires

THOUGH I am almost unshockable, on Easter Monday I was thoroughly shocked by an incident at a motor race meeting. A car was frantically slowed as it came round to the starting line with smoke pouring from its stern and the driver hastily steered it close against the pits. He wasted no time in exiting from his seat, shouted something inaudible and made signals unintelligible to me. Meanwhile he groped frenziedly near the bonnet and eventually produced a very small fire extinguisher with which he rushed to the tail of the vehicle. By that time the officials had come to life and three or four men rather slowly got extinguishers and came to his help. It struck me how few members of the general public have experienced even a comparatively small petrol fire. If you had only once witnessed a tolerable amount of petrol going up with that incredible whooshing roar and instantaneous, colossal outburst of flame you would not want to be anywhere near

24 APR

an exp
at fault
sizeabl
tions j
tardy i
they d
they k
both b
layouts
even i
extrem
reason
Mond
as We
damne

Spee
R
the p
culous
Home
has of
certain
cyclist
first o
of the
compl

Cosmo
Irish,
New Y
A

penal
guilty
near
explor
reason

Str
I
er
and
arriv
pract
sum

an exploding tank. I thought the track officials were seriously at fault in allowing any car which might be on the brink of a sizeable petrol fire to approach at all closely any wooden erections jammed with people. I thought the fire squad extremely tardy in recognizing the risk and coming to the rescue, though they did not evince the tiniest sign of timidity when at last they knew what was up. At some tracks a rather wider space both behind and in front of the pits is desirable. With present layouts a big petrol fire might produce a lot of casualties and even involve cars still running. Fortunately, fires at pits are extremely rare, which proves that managements normally take reasonable precautions. But I was relieved that the Easter Monday show was nipped in the bud. It might have been—as Wellington is alleged to have said after Waterloo—"A damned close-drawn thing, gentlemen."

Speeding Fine, £10

RECENTLY a correspondent complained that he was fined £10 for exceeding the speed limit. As we all know, the penalties imposed by magisterial benches vary to so ridiculous an extent as to cause a genuine scandal and grievance. Home Office enforcement of set penalties for specified offences has often been advocated as a cure for the eccentricities of certain benches. But £10 for a speeding offence by a motor cyclist is possibly five or more times the normal sum for a first offence and instantly suggests rather a shocking breach of the speed law. May I suggest that anyone who makes such complaints would be wise to couple with his criticism of the



His shilling earned, Scout Geoffrey Palmer sticks a "Job Done" label on the windscreen before drawing the money



Cosmopolitan trio: on the left is Abdullah Omidvar, a student from Iran, who is touring the world with his brother on a Matchless. Here in New York, he presents a book to a government official. On the right, an American woman wears the costume of southern Iranian tribes

penalty precise details of the offence of which he was found guilty? This is particularly desirable with regard to offences near holiday resorts, where cases have occurred of the police exploiting visitors. The practice is now almost extinct and reasoned complaints might end it.

String Undies

I RETURN to this interesting topic fortified by the experiences of a double-hobby reader. He rides an LE Velocette and a big Vincent and is also a rock climber. (Anybody who arrives at the top of a stiff rock chimney on a winter's day is practically sweating blood; when he meets the icy blast at the summit he certainly needs good undies to avert a chill.) His

main point is that there are two distinct types of string undies, one woven with knots at the joints in the mesh and the other without knots and in softer "string." If you are a Polar hero and wear a fur vest under the string vest, you won't notice the knots. But if you wear string next to the skin or over a thin cotton vest, those knots will pattern your body before the day ends. The only other snag is that wet string undies feel abominable—as if wiry insects were creeping all over you. This horrid sensation can be ruled out by wearing a fairly thick wool vest under the strings; but you won't need all that protection unless you are warring against extreme cold.

Mortimer Batten

THE affection which many of our readers feel for Mortimer Batten may be deepened if they realize that in his earlier years he was debarred from many professions by a lung weakness which incapacitated him for prolonged periods. With characteristic courage and intelligence he utterly refused to accept any form of invalid life and rapidly built up a happy and remunerative occupation in the open air. This disqualification for normal duties was one of the reasons why he was able to take charge of *The Motor Cycle* during a portion of the first world war.

About Engine Noise

WE have all heard about the gents who ride a motor cycle (as some pilots are alleged to fly) "by the seat of their pants." The indicated portion of my anatomy is insufficiently sensitive to be a great help in perfecting my machine control (I still believe that most of my sense of balance comes from behind my ears). However that may be, an Aberdeen rider considers that it would be impossible to ride a dead silent motor cycle with real delicacy. He relies quite a deal on engine noise. He finds that in its widest sense it can be adjusted to a very fine point by a short "deck" fitted below the handlebar. He would even welcome the abolition of the normal handlebar in favour of a delta-shape affair with two rearward projecting grips. By this means the audibility of valves, pistons and so on could be set at a point where it would be informative without being obtrusive. The faintest trace of knock would also be apparent.



Search for a clue: a telegraph pole is inspected

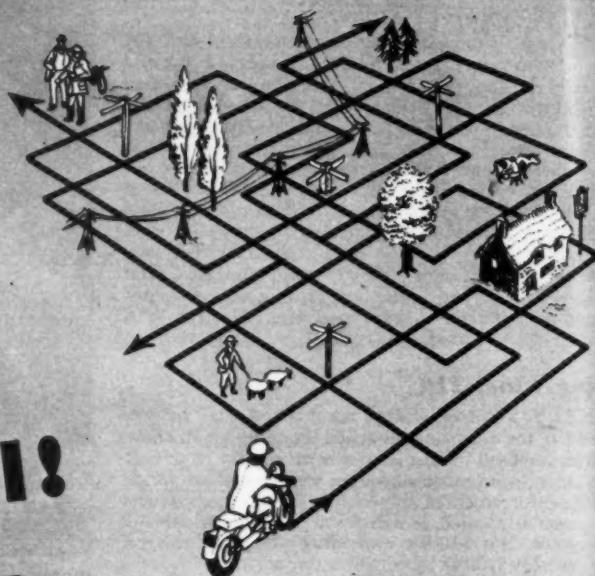
Fools All!



More searching—this time photographs provide the puzzle

CINDERELLA of motor-cycle sport for a number of years, the main-road trial has erupted into sudden popularity. Why so? Mainly because ordinary riders of ordinary roadsters have at last awakened to the fact that they, too, can have a chance to shine. They may not be Jeff Smiths or Bob McIntyres but if they are true enthusiasts then they have within them a true spirit of competition. The typical main-road trial provides an outlet for that driving force without the need for specialized machines. Participants need not even belong to a club, for several events are open to all riders. Little is needed in the way of machine preparation—the addition of a reliable clock, maybe, and a board to which the navigator can attach the route card or map—and for the rest, a main-road trial is largely a matter of intelligent observation. And above all, it can be the grandest of fun.

What is a main-road trial? Generally it is an event in which competitors are dispatched at one-minute intervals, to cover a set route over metalled roads at a stipulated average speed. According to the event, the speed may be 20 or 28 m.p.h., or anything in between; distance can vary from 80 to as many as 300 miles. But there will certainly be a number of controls or check points to be visited. These may be listed on the route card, or they may be secret; they may be manned by officials, who will note the time at which competitors pass through and dock marks accordingly for lateness; or they may be unmanned, in which case riders are usually required to note some piece of information on their route



By ERIC and BRENDA GOATHAM

books—the date on a road bridge, for instance, or the telephone number of a specific kiosk—as proof that they have visited the spot.

Sometimes the route card is issued half an hour before starting time, in which case each competitor has an opportunity of studying the directions ("3 miles T.L., S.P. Elmhurst: 2.5 miles SO at X-Rds: 1.2 miles Bear R at Fk by Red Lion . . .") and tracing the route on a map. Other organizers, more cunning, divide the route into sections. The initial route card covers only the distance to the first major control, at which the card for the next part of the course is issued, and so on. And to make things even more difficult, the first card might not be issued until each rider is given the "right away."

As an alternative to the route-card idea, competitors are sometimes handed a list of map references (the one-inch Ordnance Survey maps required will be specified in the regulations) at which the controls are situated. This does not really present much difficulty, for once a rider gets the hang of the national-grid system it is simple enough to locate any given spot accurately. Road trials, we concluded from all that, were dead easy. We had competed in quite a few—on several occasions missing a major award only by the result of a special test. And, incidentally, that is quite a point, for if an organizer plots too simple a course, then special-test figures have to be taken into account to decide the winner. And that inevitably leads to some dissatisfaction.

But the Civil Service Motoring Association boasts that its All Fools Road Trial (held this year in Kent on March 30) is the best of its kind in the country and that ties are impossible. Their results, they claim, are decided on performance alone. First event in the series, some nine or 10 years ago, was relatively straightforward, with four special tests at the end of the run. As competitors became more knowledgeable so John Day, clerk of the course, spent long hours dreaming up more ways in which marks could be lost until at length, with many a sardonic chuckle, he evolved a plot through which ingenuity shines like a beacon. Road trials are easy? Oh no, not all of them—and certainly not this one, as we were to learn when we decided to take part.

24 APRIL 1958

Below: The lunch break over, a crew again prepares to enter the organizers' mass. Right: A Harley-Davidson outfit sets off from another check



The allocation of riding number 13 was ominous enough. Nevertheless, at 10.43 a.m. we were duly called to collect our route book, and the route card for the opening section. "At the moment you receive this instruction," ran the card, "you should be in the car park of the Grasshopper, all ready and waiting to go. Turn left on to the road and there, almost opposite, you will see a turning which leads over a small bridge and bends away up the hill past a marshalled point (A) and several farm buildings. If you go up this road you will find, in time, that it is not the one you want."

We should have remembered the date (March 30), and the name of the trial, for the instruction was all in spirit and fully 90 per cent of the entry (ourselves included) fell for the joke. Had we read further before rushing off, we would have seen that the card went on to describe the correct route. Back to the course, but not

for long; we were lost again. As John Day points out, there are those competitors who will try to guess what is in the organizer's mind, rather than stick to the letter of the instructions. We come into that category; but at least there was a somewhat ignominious way out. The grid reference of the first control was obtainable by phoning back to the start—at the cost of penalties equal to those for failing to report at the control, plus any other marks which could be lost for missing previous checks.

So we reached the control 13 minutes late. But since we were then permitted to run with the same degree of lateness through succeeding checks without further penalty, scorching to get back on schedule was unnecessary. With renewed hope we set out again, only to realize with dismay, some while later, that here distance figures had been switched from miles to kilometres. We

While two competitors get down to matters in earnest, arch-villain John Day (in the knitted cap) and another official look on



Above: The co-authors come under starter's orders at the beginning of their adventures among the winding, perplexing lanes of Kent



... and here the crew seen in the picture under the title on page 500 successfully locate one of their signposts

could also hear the hoots of laughter as the organizers congratulated themselves. Those 13 minutes had stretched to 30 by the time we reached the end of the section and obtained the second part of the route card.

This seemed fairly normal—a list of map references, with the name of a cross-roads to be gathered here, the total mileage on the arms of a signpost to be totted up there—but those references had to be plotted to within a yard or two. For instance, one of the check points was in a wood, and to reach the exact reference it was necessary to take a short walk along a path. From his hiding-place the marshal could distinctly hear the curses of the less-accurate map readers! Times, but not distances, were given from point to point; but we were on firm ground here and the end of the section saw us still 30 minutes late—we had kept on schedule and so incurred no further penalty.

For some little while a chuffing noise from the engine hinted at impending trouble, and inspection during the hour's lunch break confirmed that the cylinder-head gasket was on the way out. But there was little we could do about it, save carry on with our fingers crossed. The next card was a humdinger. "Fifty minutes to complete the section," wailed one competitor, "and it will take 40 of those to work out the route!" He was almost right, for seven controls were listed, with such directions as "117.75 Km N and 561.85 Km E of false origin of national grid. What name is on the metal drain cover?" and, "13.9 miles from the most

northerly tidal point of the most westerly tidal river on Sheet 183, and 11.75 miles from the similar point of the most easterly river. What is the date of the house?"

One by one the various controls were puzzled out and visited, and we were almost at the end of the section when the gasket finally gave up. It was then that we found just how kind and generous people can be. A local resident came by, stopped and offered help; after several 'phone calls his future son-in-law, a motor cyclist, was located and dispatched to a dealer some 14 miles away to collect a replacement gasket. Meanwhile tea was produced and Brenda was entertained with television in the cottage, followed by a walk through the fields in borrowed boots while repairs were in progress. An A.A. scout joined in with help, then Bill Banks of *The Motor Cycle Photographic Department*, who stopped to record the scene with his camera.

Some while later we offered thanks all round and made our farewells. We were not even allowed to pay for the new gasket! Too late now to continue in the trial, we made straight for the finish, only to find that the clerk of the course had departed a few minutes earlier and that we had been classed as having retired. Having no personal experience of the later part of the route, we could but discuss the day with some of the finishers. All agreed that a navigation trial of this type was preferable to the more usual route-card-only event. Certain other trials—partly by route card, partly by map—had their points, we suggested, but the others would have none of it. Grid references? Much too straightforward!

Apparently the fourth and fifth sections had been quite novel. The fourth card directed competitors to travel northward from a given reference "following the route of a railway enthusiast who abides by the following rules." There followed a list of 13 rules, including "Never go under a railway bridge," "Go over a railway bridge as often as you can"; and, "Always make a note of the number of the next telegraph pole after crossing a bridge, but never climb over a fence to visit a pole except immediately after passing a time control."

Complicated? Maybe, but provided the instructions were followed precisely there remained only one possible route. And at the end of all that there was yet another route card—for the final stretch—to be collected. This took the form of a sheet of photographs, depicting six different signposts, each of which had to be identified on the map and visited in the order given. On or near each post was a postcard carrying a certain number and, assembled in order, these numbers provided a map reference for the finish—at point 429535. But John Day's final jape was that although the last signpost bore the numeral 5, on a postcard similar to those of the other posts, it also carried, in a much more prominent position, the number 4 on a sheet of paper of twice normal size. Map reference 429534 brought competitors back to the Grasshopper Inn, where there was a signing-off marshal. But the correct reference, 429535, should have taken them to yet another marshal, on a grassy bank behind the inn. Nobody was cute enough to spot the phoney and sign off correctly! No, there were certainly no ties on that occasion!



Another start scene. The Triumph Speed Twin rider sets his speedometer trip to zero while his navigator compares notes with the starter and his assistants

- 1 New green, metal gasket
- 2 Enlarged with new badge.
- 3 Positive engine
- 4 New plates.
- 5 New handle and main

Write in
B.S.A. I
NAME
ADDRESS

FOR CARS, MOTOR CYCLES
AND COACHES

THE MOTOR CYCLE,
24 APRIL 1958

9

Manchester United v Bolton Wanderers



Scores for 1958



a Score of Features

- 1 New colours—brilliant red, green, princess grey and gun-metal grey.
- 2 Enlarged chrome tank panels with new red and gold tank badge. A and B models.
- 3 Positive oil-feed to main engine bearings on Bantam.
- 4 New chrome rim on brake plates. A and B models.
- 5 New heavier duty crankshaft and main bearing. 650 Twins.
- 6 New Micro-habbit big end bearings, for longer life. 650 Twins.
- 7 New style headlamp cowl. A and B models.
- 8 Built-in Sidcar lugs on A and B models.
- 9 Reinforced clutch in 500 and 650 Twins.
- 10 New full width hubs. A and B models.
- 11 Centrally-disposed alloy-iron brake drums. A and B models.
- 12 New roll-on centre stand. A and B models.
- 13 New Burgess type silencers. A and B models.
- 14 Improved cylinder head. A10 Super Rocket.
- 15 Contoured oil tank and tool-box. A and B models.
- 16 Polished fin edges on alloy cylinder head.
- 17 Quieter and more efficient valve gear. C12.
- 18 Enamelled cylinder barrels.
- 19 Forged steel rear wheel sprocket. A and B models.
- 20 Wider rear chain for longer life. B models.

Write in for your copy of the latest B.S.A. catalogue, showing the full range.

B.S.A. MOTOR CYCLES LTD., 47 ARMOURY ROAD, BIRMINGHAM 11

NAME

ADDRESS



CASTROL WINS

AT SILVERSTONE

B.M.C.R.C. 350 c.c. CHAMPIONSHIP

1st GEOFF. DUKE (NORTON)

B.M.C.R.C. SIDECAR CHAMPIONSHIP

1st "PIP" HARRIS (NORTON)

(Subject to official confirmation)

***Follow the experts
ALWAYS ASK FOR***

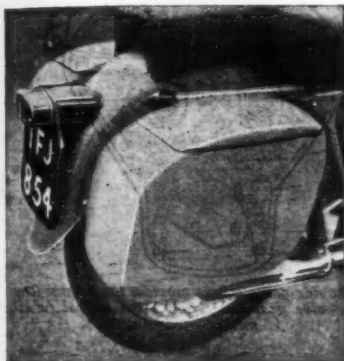
CASTROL
by name



Accessories Review

Shapely Panniers

SLEEK, lockable pannier cases fabricated in glass-reinforced plastic and designed to fit a wide range of machines are available under the name Speedstyle. Light in weight, the cases measure internally $12\frac{1}{2} \times 15\frac{1}{2} \times 7$ in. A detachable lid blends with the contour and is rubber-beaded at its joint face. Fittings comprise four brackets (those supplied for solid frame machines and mounts with plunger-type rear suspension differ from those for pivoted-rear-fork models) which are bolted to the rear mudguard or stays. The cases are



Speedstyle panniers are made in glass-reinforced polyester resin and have a neat appearance

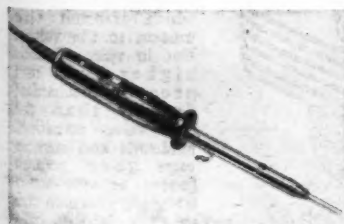
then placed in position, the walls are marked at the attachment points and holes drilled to receive the four securing bolts. A wide range of colours is available.

Price of the Speedstyle panniers, including postage, is £7 10s a pair. The makers are Ultra Plastics, 130, Exeter Road, Exmouth, Devon.

Soldering Irons

A RANGE of electric soldering irons in 25, 65 and 125-watt capacities has been introduced by Remploy, the national organization for the employment of severely disabled people. Of the three, the 65-watt size is the most suitable for motor cyclists whose needs are mainly centred in the soldering of petrol-pipe unions and control-cable nipples. Features are a plastic handle flanged to protect the operator's fingers from touching the stem and a tell-tale light built into the handle to show when the current is switched on.

A typical Remploy soldering iron



Price of the 65-watt model is £1 9s. Extra long, angled or pencil bits are available—that for the 65-watt iron costs 2s 2d. Every iron is guaranteed for a year from the date of purchase. Distributors are Foster Electrical Suppliers, Ltd., 75, Marylebone High Street, London, W.1.

Reserve Fuel Taps

TWO-POSITION petrol taps which hold a measure of fuel in reserve in the tank are available in the range of Ewatts Evertite taps. Single-plunger and double-plunger patterns are made, with a variety of tank-end



A reserve-type petrol tap in the Ewatts Evertite range

threads and for push-on or screw-on petrol pipes. Prices depend on design and size but most are between 8s and 9s. The variety illustrated cost 8s 3d and two have proved satisfactory in use on a staff machine. Usual finish is in dull chromium plate. The makers are Ewatts, Ltd., Birmingham Road, Dudley, Worcs.

High-compression Heads

SPECIAL Y-alloy cylinder heads for racing and touring will soon be available for 123 and 148 c.c. B.S.A. Bantams and for 122, 148 and 197 c.c. Villiers engines. Based on the pattern raced by George Todd on his 123 c.c. G.T.S., the heads will have a depressed-hemisphere combustion chamber and a central sparking-plug boss threaded 10 or 14mm diameter to order. Compression ratio will be 12 to 1 for racing and 9 to 1 for touring. The price is not yet finalized but is expected to be approximately £3. Makers are Kelston Engineering, Lodge Causeway, Fishponds, Bristol.

Cleaning Preparation

A NOVEL cleaner tested is Solvol Autosol, which is marketed in tube form. The preparation is white, rather like toothpaste in appearance, and is specially manufactured for removing rust and for polishing chromium plating and light alloy. All that is necessary is to apply a very small amount to a coarse cloth for the initial application and to finish off with a soft cloth. Very little effort is required and the results are entirely



Tecalemit's new small-capacity grease gun weighs only 7½oz empty

satisfactory. The price is 4s 6d for a tube 6in long by roughly 1in in diameter. Makers are Solvolene Lubricants, Ltd., 24, Reginald Square, Deptford, London, S.E.8.

Light Grease Gun

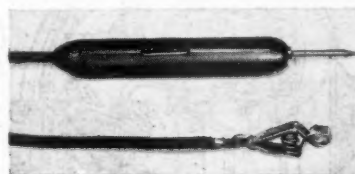
A SMALL-CAPACITY, high-pressure grease gun for use with heavy oil or light grease is introduced by Tecalemit. The gun has a capacity of 1oz, weighs approximately 7½oz empty and measures 5in long. (When the gun is full its length is approximately 6½in.) The retail price is 8s. Manufacturers are Tecalemit, Ltd., Plymouth, Devon.

Scooter Battery

LATEST Dagenite product is a 6-volt 7.5-ampere-hour battery for continental scooters. Designated 3KE7, the battery has a polystyrene container with a permanent cover embodying the filler orifices. Separators are of Porvic micro-cellular plastic material and glass wool. Suitable for such scooters as the Adler, Zündapp and Maico, the 3KE7 is priced at £2 5s and is marketed by Holsun Batteries, Ltd., 137, Victoria Street, London, S.W.1.

For Wiring Faults

EASY location of electrical faults is possible with the Lighting Wiring Circuit Tester evolved by Larmar Engineering Co., Ltd., Margarett, Ingatestone, Essex. The device consists of a plastic tube containing a bulb and with a pointed, ¼in-diameter steel rod, 1in in length, protruding from one end. Attached to the other end is a length of



The Larmar circuit-continuity tester

flex to which is fitted a spring-loaded clip. In order to trace a fault, the clip is attached to any earth point on the machine and the pointer applied to both sides of, say, a suspect switch. Wires can be checked by prodding the point of the rod through the insulation. Lack of continuity is established when the bulb fails to light. The price is 8s 6d.

That Necessary Evil

A Valve-gear Survey : Poppet Valves and Their Actuation :
Rotary and Sleeve Valves

By the Technical Editor, ALAN BAKER, B.Sc., A.M.I.Mech.E.

ALTHOUGH it is older than the internal-combustion engine and nowadays is highly reliable, the poppet valve remains a barbarous device. However, the four-stroke engine must have some means of opening and closing the inlet and exhaust ports and, though there are alternatives, the poppet valve's early obsolescence looks unlikely. Why, it might be asked, is the poppet valve open to so much criticism?

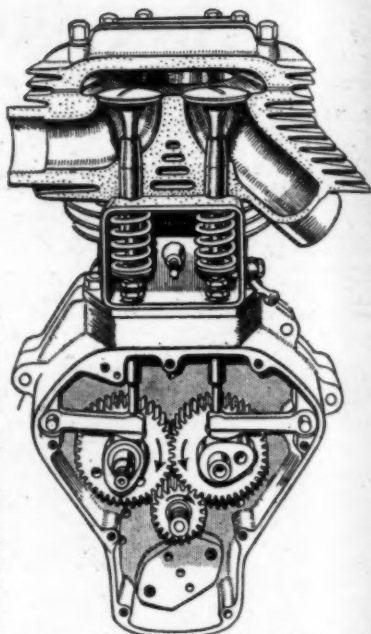
In the first place, it has to be lifted off its seat and returned to it very frequently—perhaps 30 or more times a second—with the consequent consumption of possibly five per cent of the engine's power in various forms of friction. The valve's flow characteristics are far from perfect and it is difficult to make its operation acceptably quiet for roadster engines. Moreover, by its very nature the exhaust valve runs at a high temperature and is thus a potential source of detonation or pre-ignition. On the other hand, the operating mechanism is robust and straightforward to manufacture and no special problems arise from lubrication and gas sealing.

There are two basic poppet-valve layouts, side and overhead, though there have been isolated examples of a combination of the two. As the terms sug-

gest, side valves are carried alongside the cylinder with their heads uppermost, whereas overhead valves are located in an inverted position in the cylinder head. When design and metallurgy were less advanced than they are today, fracture of the exhaust-valve stem was far from unknown; as a result, side valves were favoured in spite of their disadvantages.

The fundamental failings of the side-valve engine are poor breathing efficiency because of the tortuous gas passages, relatively high fuel consumption—the result of a combustion chamber having a high surface/volume ratio and a dislike of high compression ratios—and a reluctance (certainly in air-cooled form) to withstand sustained hard driving. This last is attributable to high local temperatures and uneven metal distribution in the cylinder which give rise to bore distortion.

None of the disadvantages just mentioned is suffered by the most common overhead-valve motor-cycle layout which employs a part-spherical combustion chamber with the valves inclined fore and aft of the cylinder axis. It is therefore hardly surprising that the number of side-valve motor cycles listed has steadily declined during recent years. However, one side-valve variation seems to warrant further development—the so-called alpha design

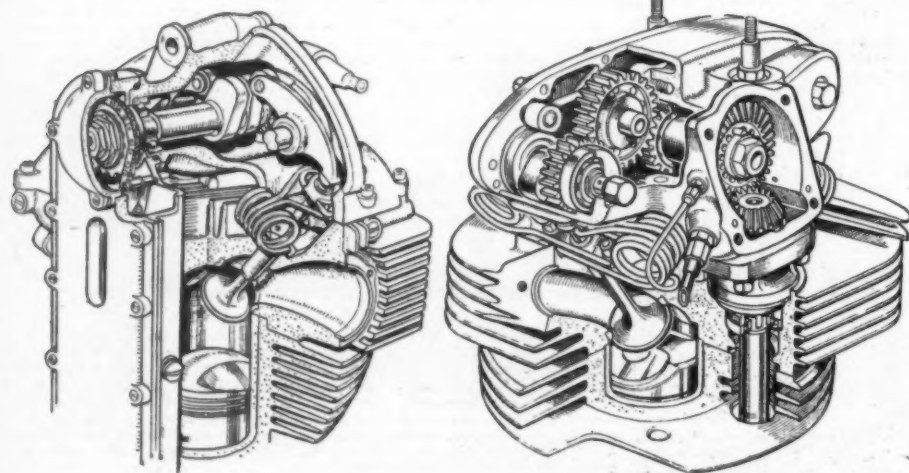


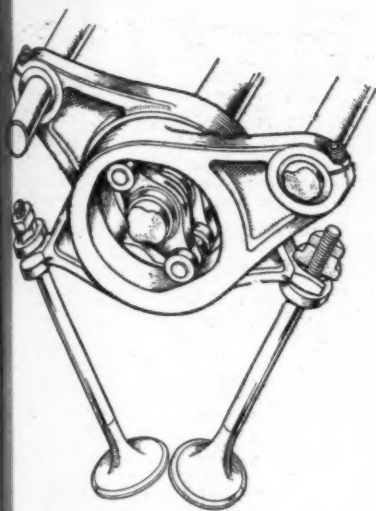
The side-valve layout provides the simplest form of valve gear but suffers from several fundamental disadvantages

in which the valves, instead of being approximately parallel with the cylinder axis, make a considerable angle therewith. (In the B.S.A. Beeza scooter engine, for example, the angle was 45 degrees.) The result is a more compact and efficient combustion chamber and improved cooling of the exhaust-valve area at the expense of a less simple operating mechanism.

Simplicity of operation is one of the primary virtues of the orthodox side-valve design. The reciprocating cam follower (also called the tappet) bears directly on the valve stem to give a low-inertia system free from unwanted flexing. The directness is lost in the most usual system of overhead-valve actuation by means of pushrods interposed between the cam followers and the rockers which transmit the motion to the valves. But in spite of their higher inertia and greater mechanical flexibility than the side-valve actuation, pushrods and rockers were good enough (once exhaust-valve materials became up to their job) to win

Typical overhead-camshaft designs. Left: The 7R A.J.S. with single chain-driven camshaft and rocker operation of the valves. Right: The Manx Norton which has twin camshafts driven by a vertical shaft, bevels and spur gears



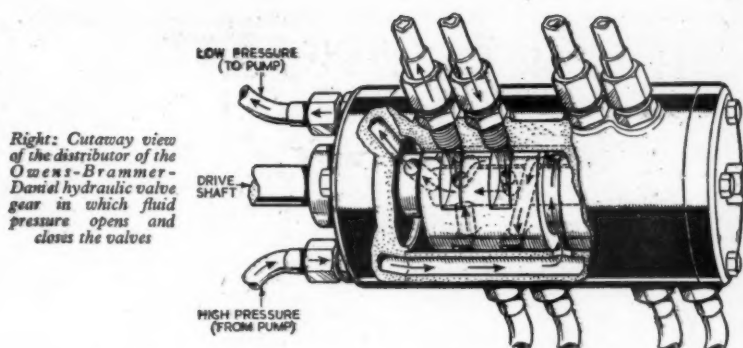


Above is the new Gardner desmodromic valve gear, to be described next week. The cams are embodied in the rockers and the roller-carrying spiders revolve at one-quarter engine speed

classic races for many years. Indeed, in the Gold Star B.S.A. and G45 Matchless models they still, of course, have quite a measure of success.

However, as engine speeds rose the inertia of the components caused increasing difficulty in making pushrod-operated valves follow the desired path, so in the late 1920s the overhead-camshaft layout began to find favour for racing. That remark about "increasing difficulty" is, I think, worthy of expansion. In a racing engine the cams lift the valves more quickly and higher than in a more docile unit. Up to a critical speed the valve springs are able to keep the operating system in contact with the cam over its peak and down the other side. Above that speed, though, the inertia of the valve system is sufficient to overcome the control of the spring; as a result the valve may carry on lifting past the peak of the cam or may lag behind the cam on the initial stages of the closing flank. This phenomenon is known as valve float.

In a touring engine valve float is usually harmless if not prolonged, but in a racer it can result in contact between a valve and the piston or possibly between the two valves. The greater the inertia of the system, the lower the speed at which valve float will occur. Since inertia depends on the mass of the parts, the need to save weight in racing valve gear is obvious. In the single-overhead-camshaft design the valves are opened by rockers pivoted between the camshaft and the valves. Such rockers clearly have a much lower inertia than cam followers, pushrods and rockers, thereby making higher r.p.m. possible. Heavier valve springs will permit increased r.p.m. without valve float but are less satisfactory than inertia reduction because they increase the rubbing loads between cam and follower and also increase any flexing tendency of the components.



Right: Cutaway view of the distributor of the Owens-Brammer-Daniel hydraulic valve gear in which fluid pressure opens and closes the valves

By the mid-1930s racing designers were beginning to look for means of reducing valve-gear inertia still further in their efforts to extend the power curve upward for a few hundred more r.p.m. The twin-overhead-camshaft—or double-knocker—engine was the result. In such an engine there is one camshaft for the inlet valve or valves and another for the exhaust side. To obviate side thrust on the valve stem it is customary to insert a large-diameter, hollow tappet between cam and valve.

Although twin camshafts are nowadays *de rigueur* at the factory-racer level, where the highest possible efficiency is sought, there is quite a good case for the single-camshaft production-racer engine. The inertia of the twin-camshaft hollow tappet is not a great deal less than that of a rocker and the mechanical efficiency of the simpler single-camshaft actuation is certainly higher. Also, a double-knocker cambox is much more costly to produce and, because of the additional gears and bearings, contains more sources of potential trouble.

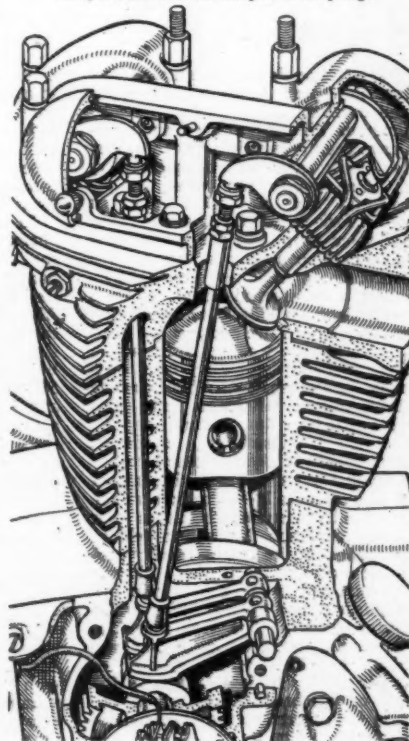
In addition to valve float, spring-returned poppet valves are liable to suffer from what is called valve bounce. This, too, is a high-r.p.m. phenomenon; if the natural frequency of the valve spring coincides with that of the valve operation, then spring surge occurs. As soon as the valve comes down on its seat, the return surge of the spring bounces it off once more, so that the valve motion departs from that laid down by the designer. For high-efficiency engines hairpin valve springs are normally preferred to the coil pattern for two reasons: the hairpin type can be more highly stressed without danger and its natural frequency of oscillation is higher than that of an equivalent coil spring; thus it is easier to put the surge speed outside the usable r.p.m. range of the engine.

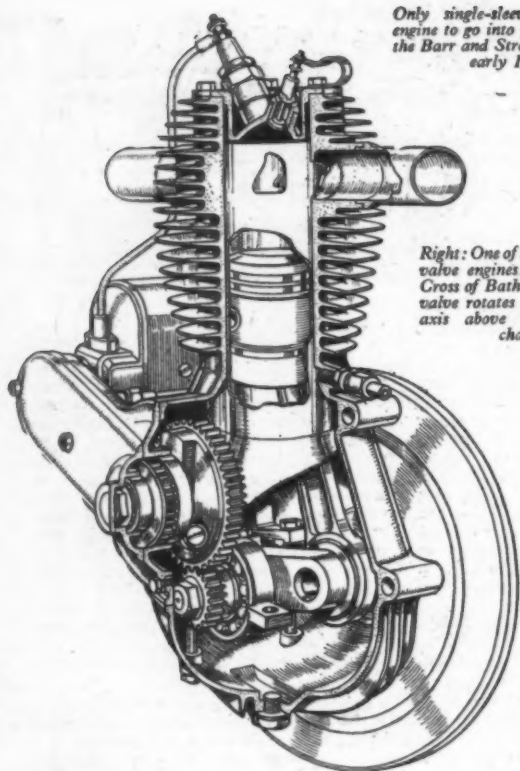
The limitations of the spring-returned poppet valve have recently resulted in a marked increase of interest in positive valve closure for racing engines. A system in which the valve is mechanically closed as well as opened is called desmodromic and the principle goes

back to the early days of the internal-combustion engine. In spite of its promise, however, desmodromic operation never achieved prominence until Mercedes-Benz introduced it on the 2½-litre grand prix car engine which was so astonishingly successful in 1954 and 1955.

Because desmodromic operation compels the valves to follow their pre-ordained path, the designer is enabled to open and close them more quickly. Thus with the same nominal valve timing the open dwell can be safely increased to improve the breathing efficiency at high speeds; alternatively, the same breathing ability is obtainable

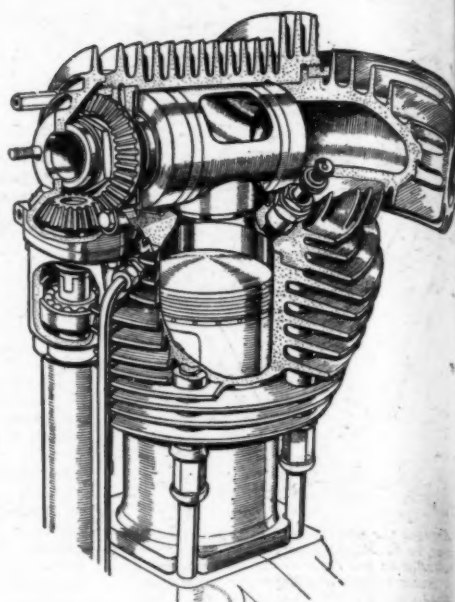
The new two-fifty A.M.C. engine is a good example of modern pushrod overhead-valve practice. Note the trailing cam followers and the hairpin valve springs





Only single-sleeve motor-cycle engine to go into production was the Barr and Stroud (left) of the early 1920s

Right: One of the many rotary-valve engines built by R. C. Cross of Bath. The cylindrical valve rotates on a horizontal axis above the combustion chamber



with less extreme timing, and hence there is better low-speed torque because of the reduced overlap.

Numerous different desmodromic systems have been invented, but the majority involve two cams of complementary form. One opens the valve in the normal way and the other closes it through a fork-ended rocker and a collar on the valve stem. In the motor-cycle sphere only Ducati have so far raced a desmodromic engine, but other makers are known to be experimenting. Whereas Mercedes-Benz employed two scissors-action rockers per valve and a single camshaft, Ducati utilize separate, direct-acting opening cams and two closing cams on a common, medial shaft. While positive closure is almost certain to make considerable headway on racing engines, there would be insufficient benefit on roadsters to justify the additional cost.

Yet another method of operating poppet valves is hydraulically—a method which, though it offers certain advantages over mechanical actuation, has yet to achieve success. Most of the schemes so far produced use a column of oil with a plunger unit at each end in place of a cam follower, pushrod and rocker while retaining spring return. The very ingenious alternative illustrated on page 505 was described in *The Motor Cycle* for 6 October 1955. In it a hydraulic distributor of patented design moves the valves in both directions through double-acting plunger units.

With hydraulic operation of any sort the designer has more latitude in placing the valves where he prefers them. There is no great difficulty in this respect with singles or twins, but with four or more cylinders in line it is virtually impossible to arrange mechanically operated inclined valves in a part-spherical head without either two camshafts or a complicated pushrod-and-rocker system. Hydraulic pipes, though, will go where mechanism cannot, but sealing against the fluid pressures involved is none too easy.

In the opening paragraph I mentioned alternatives to the poppet valve. One of the best known is the sleeve valve, familiar to thousands of R.A.F. men who worked on Bristol and Napier engines. Although twin co-axial sleeves were tried earlier, all current designs are of the single-sleeve pattern: the sleeve is located between the cylinder barrel and the piston and is given an elliptical (i.e., part-rotary and reciprocating) motion by means of a crank driven at half speed from the main crankshaft. Ports are cut in the sleeve and its movement causes them to register at the appropriate time with the inlet and exhaust tracts in the barrel.

On a sleeve-valve engine the sleeve, being positively driven, maintains correct timing at all speeds, so only breathing efficiency and inertia considerations limit the r.p.m. In quietness of running the sleeve is superior to the poppet valve, but it suffers in terms of oil consumption and is more expensive to manufacture. Also, practical considerations connected with the design of the sleeve make it less suitable for variable-speed engines of below 350 c.c. per cylinder than for larger units, although cylinders as small as

30 c.c. have given good results in special applications.

Finally, we come to the rotary valve which, as its name suggests, is a valve rotating above the cylinder and containing inlet and exhaust passages. The passages are positioned to communicate between the combustion chamber and the carburettor or exhaust system at the appropriate time. The valve can be either of cylindrical form revolving on a horizontal axis or of conical shape with a vertical axis.

Advantages of the rotary valve are smooth motion and "slicing-off" of the gas columns (which occur also with the sleeve valve), together with good breathing and turbulence characteristics and a sparking plug which is shielded except at the initiation of combustion. The result is an engine which revs freely yet pulls well at low speeds and will accept low-grade fuel without detonation. On paper a veritable paragon, the rotary-valve unit has yet to become a commercial success in spite of the fact that countless hours of labour have been lavished on it by very clever designers and development engineers.

The difficulties encountered are two-fold: gas tightness and lubrication. Uneven disposition of the metal masses of the valve and localized heating cause distortion and the resulting tendency to gas leakage is difficult to control. Lubrication of the valve in its housing is essential and the problem is to provide sufficient oil to prevent seizure or rapid wear without letting too much into the combustion chamber. In Germany N.S.U.s have recently carried out an intensive programme of rotary-valve development. If, as is claimed, their technicians have solved the twin problems involved, the sequel might well be a change in the direction of progress of the internal-combustion engine.

24 APRIL 1958

THE MOTOR CYCLE

11

Royal Enfield

ONLY

offer such a
wide range of

modern

motorcycles!



CONSTELLATION
492 c.c. £295
inc. £53-10-6 P.T.



SUPER METEOR
692 c.c. £283-16-1
inc. £56-8-1 P.T.



METEOR MINOR
496 c.c. £249-18-0
inc. £49-10-0 P.T.



500 BULLET
499 c.c. £244-18-2
inc. £48-10-2 P.T.



350 CLIPPER
346 c.c. £199-18-3
inc. £39-13-3 P.T.



CRUSADER 250
248 c.c. £212-1-4
inc. £42-1-6 P.T.



350 BULLET
346 c.c. £230-15-9
inc. £45-15-9 P.T.



250 CLIPPER
248 c.c.



ENSIGN III
148 c.c. £115-17-3
inc. £22-9-9 P.T.



CRUSADER

248 c.c. £257-1-6
inc. £51-0-1 P.T.

"Airflow"

Please send me Catalogue and supplementary folders describing the complete Royal Enfield range.

NAME

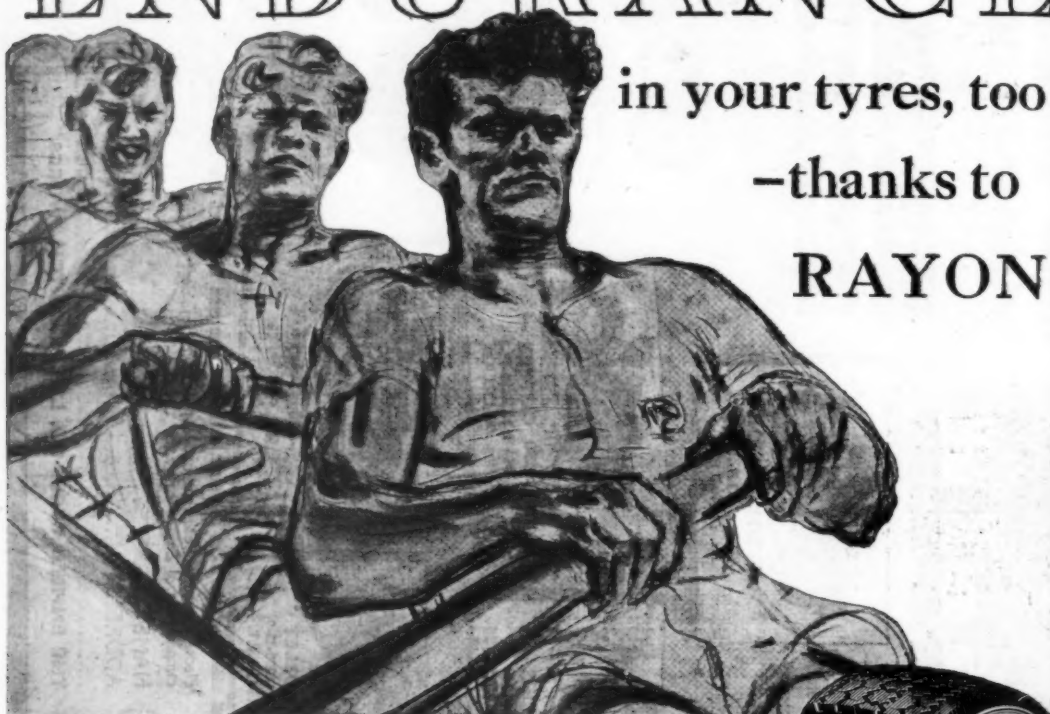
ADDRESS

MC1058

THE ENFIELD CYCLE CO. LTD., REDDITCH, WORCS.

Post
this
coupon
NOW!

ENDURANCE



in your tyres, too
—thanks to
RAYON

THREE punishing miles behind—another mile of headwind to go—and stroke is pushing up the rate. Above all, an oarsman needs *endurance*.

Your tyres need *endurance* just as much. They get it from their *rayon-cord* carcass.

Every time you swerve, brake, accelerate, rayon takes the strain. The tough rayon cords are there, under the rubber, in nearly every car, bus and lorry tyre.

Courtaulds scientists are improving tyre-cord rayon all the time. Before the war, a single strand took 21 lb. strain. The latest rayon cord, Tenasco Super 105, takes over 35 lb. strain—better, weight for weight, than steel.

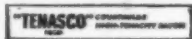
Next time you buy tyres, ask your dealer to make sure they're **RAYON** reinforced. Only rayon combines such comfort, safety and extra mileage.

**HIGH-TENACITY
RAYON HAS
ENDURANCE—
this means
SAFER, MORE
ECONOMICAL
DRIVING
FOR YOU**



You're *safer* when you ride on **RAYON!**

COURTAULDS HIGH-TENACITY RAYON
THE WORLD'S LEADING TYRE CORD



Mech

I WAS
Mot
noise is
though
velopm
is obvie
few are
Yet wit
high an
driven.
sary to
out of
than a

Former
club's st
Tiger

If th
should
able to
before
300 lb
why ar
Lond

Unsu

HAV
th
enthusi
rarely a
enter th
six and
they ar
financie
that w
variety

Letters to the Editor

Mechanical Noise

Water-cooled Twin Enthusiast Points the Way

I WAS interested to see the letter from D. R. Devey in *The Motor Cycle* for April 10. A very good cure for mechanical noise is to fit a Velocette LE 200 to the windscreen! Seriously, though, is it not surprising that there have been no further developments on the lines of this very advanced machine? There is obviously a growing demand for mechanical quietness, though few are prepared to sacrifice top-end performance to secure it. Yet with all the high performance few motor cyclists put up as high an average speed on long runs as the average family car well driven. I suggest that the fatigue effect of noise makes it necessary to stop more frequently and takes much of the pleasure out of motoring on two wheels. I find the LE 200 less tiring than a car and much more healthy.



Former Tonbridge beauty queen Mrs. June Smith, a member of the Kent and Sussex Club, poses on the club's stand at the Tunbridge Wells Hobbies Exhibition. Machines are a Norton-Triumph hybrid, a Tiger Cub used by trials star Johnny Giles, a veteran Royal Enfield and a Triumph Twenty-One

If the motor-cycle industry really got down to it, surely it should be possible to produce, on the lines of the LE, a flat four able to cruise silently in the middle 60s and go 50,000 miles before a major overhaul is required. It should weigh under 300 lb and cost, say, £270 (including purchase tax). Why, oh why are we so afraid of the unorthodox? BERNARD C. KEMP
London, S.W.2.

Unsung Heroes

Sportsmen who Add Spice to the Racing Game

HAVING attended motor-cycle racing events for more years than is comfortable to remember, I am sure thousands of enthusiasts appreciate a section of the competitors whose names rarely appear in print. I refer to those sporting young men who enter their machines with no hope of finishing among the first six and no hope of remuneration, doing so primarily because they are youngsters who sacrifice their time and strain their financial resources out of sheer enthusiasm. There is no doubt that without these unsung sportsmen racing would lose its variety and the stars much of their glitter.

On Easter Monday I visited Oulton Park. How I admired G. A. Coulter and his two-fifty New Imperial. I wonder how old it is; how interesting it would be to hear about its build-up and nursing. Similarly, A. L. Lockwood and F. R. Bleas with their J.A.P.-powered machines, also E. D. Williams and L. E. Evans with their concoctions. These boys and many others of this happy breed are after my own heart. I am sure we all hope to see them again and again.
NEVILLE W. SKERTCHLY
Stockport.

Vehicle Tax Reform

Proposals for a More Equitable System

CORRESPONDENTS in your columns have wrestled with almost every topic on motor cycling, hence I make no apologies if my subject has been dealt with before: it is road tax reform. The present system of taxing according to cylinder capacity is, I submit, out of date. I defy anybody to give me a logical reason why the owner of a 350 c.c. motor cycle should pay more tax than the owner of a 250 c.c. motor cycle. A three-fifty takes no more space on the road than a two-fifty, neither does it wear the road away faster or harder, nor has it more privileges. And if analogy will assist the argument, whether you own a Pekinese or an Alsatian dog the licence is the same, and whether you have a 10in or 21in TV screen the licence is the same.

My next proposal will certainly be unpopular. It is time that pedal cyclists contributed towards the cost of road maintenance and safety measures. It is a silly argument to say that the pedal cyclist should retain his privilege because his motive power is human energy. There are far more pedal cyclists on the road than motor cyclists (and sometimes they monopolize the road by riding three or four abreast) and it is a grave injustice that they should share and enjoy free of charge the rights and amenities paid for by other road users.

I propose that all road vehicles be placed in the following categories and taxed accordingly. Class 1. Commercial vehicles, including buses, lorries, vans, tractors and steam rollers, to be taxed according to their weight and size. Class

2. Private cars, to be taxed under two rates according to whether they are of normal size and weight or are bubble cars.
- Class 3. Sidecar outfits.
- Class 4. Motor cycles and scooters of from 125 c.c. upward.
- Class 5. Mopeds and motorized cycles.
- Class 6. Pedal cycles.

It is not for me to say what the amount of tax in each class should be. But these proposals should form a sound basis for a more equitable system than the current one which says that the more petrol a machine uses the more it must be penalized. This fact has decided what my next machine will be, for one cannot afford to buy more power and pay more tax.

North Shields.

JOHN NICHOLSON

Bubble Car Club

Formation Mooted if Interest is Sufficient

THERE is now a very large number of miniature cars on the roads of this country: the number is increasing weekly and will continue to do so. Many owners have expressed to me their desire to participate in club activities but naturally the



Seven hundred parking meters have been ordered for the Mayfair scheme to start in July. Charges will be 6d for one hour, 1s for two. If a vehicle is left longer the charge is 10s for up to two hours. (There will be free parking areas for solo motor cycles—see news pages.)

special characteristics and capabilities of these machines are not catered for by the normal motoring clubs. It would seem, therefore, that the time has come for miniature-car enthusiasts to form their own club.

If drivers of three-wheel or four-wheel cars with an engine capacity not exceeding 500 c.c. would care to let me have their views, it would be possible to assess the degree of genuine interest and, if it is sufficient, set about the formation of a club.

899, Fulham Road, London, S.W.6.

CLAUDE RYE

Inferior Finish

Disappointment with Turnout of a New Machine

WHAT is happening to our motor-cycle manufacturers these last few years? I refer to the finish of their machines. After years of buying and riding secondhand models, I have just purchased a new machine and am very disappointed with the finish of the enamelled and chromium-plated parts. They all appear to be the same, so it would not be fair to tell you the make of my machine, but it is evident that these present-day finishes will not stand up to the wear and tear as did those of a few years ago. This makes one wonder what the effect will be on our export trade.

West Drayton, Middlesex.

R. K. MAJOR

Compulsory Vehicle Tests

Powerful Weapon in the Hands of Motorists

LETTERS in your issue for April 10 regarding the prepared vehicle tests are very interesting but I cannot help thinking that your correspondents have overlooked the fact that they have a very powerful weapon at their disposal, namely, the vote. At the next general election any party with punitive ideas could be told that the votes of motorists could put them in, or out, of business. After all, no tax has ever been levied on 10 million cyclists!

Billericay, Essex.

R. CRIPPS

The Petrified Forest

How Arizona's Logs Were Turned to Stone

NOREEN FAIRWEATHER'S brief description of the Painted Desert and the Petrified Forest of Arizona in her article "Grand Canyon and Beyond" (April 10) was at once intriguing and tantalizing. One can readily understand how the bright colours of the Painted Desert arise from sandstone, shale and various clays but how did the Petrified Forest get that way? What turned the trees to stone?

In search of an answer I resorted to *Encyclopædia Britannica*, from which I learned that the forest dates from Mesozoic time.

Further reference disclosed that Mesozoic time was the age of dinosaurs, of maride and flying reptiles and evergreen trees. But I still did not know how or why those trees became petrified.

Next step was to telephone the Natural History Museum. By return of post came a most enlightening letter from F. M. Wonnacott of the Palaeontology Department. He wrote: "Over hundreds of square miles in central Arizona there are scattered pieces of fossil wood and trunks. In places can be seen hundreds—even thousands—of fossil logs which vary in size but average three or four feet in diameter and may range from 60 or 80 to 100ft in length. None of the trees now stands erect as it grew. They were evidently brought to their present place by running water from an unknown distance, possibly drifted into an ancient delta and were fossilized by percolating underground waters charged with silicon in solution. The region is now desert, and the erosion of the soft sandstone in which the trunks were preserved left the area strewn with countless petrified logs, the wood of which has been changed to chalcedony (or agatized). The wood appears to be that of a pine-like tree that does not now live in the northern hemisphere."

ROY MORTON

Croydon, Surrey.

Travelling Marshals

Why None on Two Wheels at Oulton Park?

EASTER MONDAY'S race meeting at Oulton Park was notable for the absence of motor-cycle travelling marshals. All track duties were performed in cars which would not go on the course while racing was in progress. Surely the unfortunate incident at Thruxton last year—when a marshal's machine ran off the track—is not influencing race organizers to do away with the motor-cycle marshal? He is the best possible means of keeping the clerk of the course in touch with track conditions.

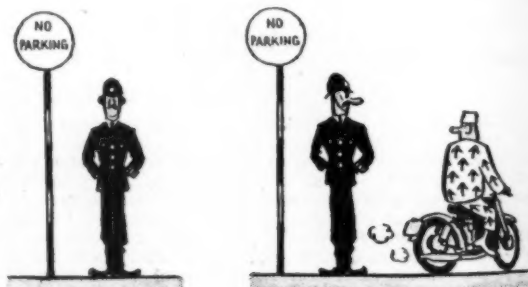
Liverpool, 6.

A. R. JONES

That I.o.M. Crossing

Pleasures Derived from a Two-hour Wait

YOUR correspondents R. V. Palmer (March 13) and F. J. Monksfield (April 10) were certainly not imbued with the holiday spirit when they visited the Island for T.T. week. Personally, on my first visit to the T.T. last year, I found my two hours' queuing for tank drainage a very pleasant time. What could be nicer than being among a crowd of fellow enthusiasts? For once, everyone was dressed the same as I was. Then there were the swapping of yarns and experiences, comparing different models, making new friends and everyone adding to the increasing excitement of the T.T. It was also an excellent time to eat one's sandwiches and open the vacuum flask. My waiting time went all too quickly and the "move a minute" was not at all irksome.



Anyway, I fail to see any advantage in increasing the number of drainage pumps. The machines could not be loaded on board any quicker and the number of bikes that would collect on the quayside would be far too great to be coped with.

Finally, I consider that for the 30s return freight to the Island for my motor cycle I received very satisfactory service, as I pay 6s return across a local ferry for a journey which lasts only 20 minutes.

Barrow on Humber, Lincs.

L. BREWELL

Dangerous Mascots

First Remove the Knife-like Number Plate

REGARDING the carrying of dangerous mascots on the front mudguards of motor cycles as depicted in the "Your Motor Cycle and the Law" feature (April 10), I agree that such mascots should not be fitted. However, there can be nothing more dangerous on the front mudguard of a motor cycle than the knife-like number plate which the majority of manufacturers still fit today.



"It takes him a little while to unwind after a tough trial"

I therefore feel that no action should be taken against offenders for carrying dangerous mascots until the manufacturers are forced by law to adopt a safer means of displaying the registration mark—as some are doing already—such as by valancing the front mudguard sufficiently to have the number painted (or plates fitted) on each side so that there will be no sharp edges to injure anyone.

HOWARD M. BARLOW

Ellesmere Port, Cheshire.

Design Details

Features an Enthusiast Would Like Incorporated

WHILE not disputing the undoubted excellence of design of British machines, I am annoyed by manufacturers' complacency in respect of the following points. First, I consider that enclosure of the rear chain is essential. No machine except in the purely sports category ought to be listed without it. I am sure that nobody likes cleaning and lubricating the rear

The Editor does not hold himself responsible for the opinions of his correspondents. Letters should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and must be accompanied by the writer's name and address.

chain; consequently its maintenance is neglected and it does not last long. New chains are expensive.

Secondly, the 30/24-watt bulbs fitted to the majority of British large-capacity machines are inadequate. Motor cars are invariably equipped with two 42/36-watt headlamp bulbs. Why has the motor cyclist to put up with less than half the lamp power? I suggest that in order to obviate heavy currents, 12-volt lighting should be made standard on motor cycles, and quickly. The situation becomes fantastic when a Siba-equipped scooter capable of 50 to 60 m.p.h. is provided with 12-volt, 42-watt lighting whereas a 500 c.c. twin of 90 m.p.h. maximum has to struggle along on 30 watts. Moreover, why is the dipped element of less power than the main? When facing oncoming headlights, the more intensity available to pick out the kerb the better.

Thirdly, I have never yet ridden on a motor cycle that has a dual-seat long enough for two fully grown men. One has only

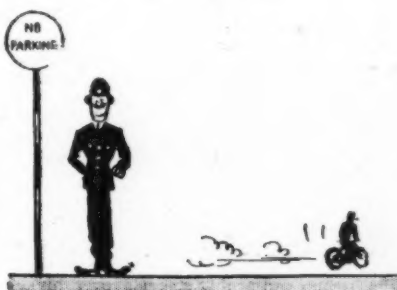
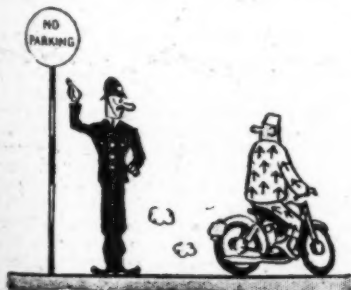


to take a look at the dual-seat on a Maicoletta scooter to see what is wanted.

Finally, why are not snail-cam chain adjusters standardized? They are much simpler to operate than any other type and there is no possibility of the wheel getting out of alignment.

Manchester.

A. RHODES





"Anything You

The Activities of Albert and Doris Taylor, Prominent Midland Centre Organizers

By BOB CURRIE

TEAMS BEHIND THE SCENES

FEW women cherish among their souvenirs a tattered, 30-year-old speedway programme. But Mrs. Doris Taylor, the female dynamo who as secretary has guided the destiny of the Midland Centre for many years, has a very special reason for keeping just such a memento. It recalls a 1928 meeting on the old Sunbac track at Perry Barr, Birmingham (now a greyhound stadium), and the names listed in its yellowing pages include those of the dashing Taft brothers, Cyril and Harry; Jack Parker, later to captain the England team in speedway test matches; Bert Perrigo, temporarily forsaking the trials game for a crack at the new sport—and Miss Doris Webster, the only woman ever to ride on the Perry Barr cinders.

Yes, it is the same Doris. Surprised, you Midland riders of today? Ah, but how little you really know her, for Doris is several women in one. Spectators know her best, maybe, dressed in riding breeches at Red Marley or Rollwood Farm and doing her best to push the sale of fixture cards. To club delegates she is the energetic centre secretary, conscientiously recording the deliberations at board meetings and dealing with a copious stream of mail—and with bills, too, for she is also the treasurer. To the scramblers and trials riders of her constituency she is the zealous defender of their rights against the wicked outside world. To the novices of the R.A.C.-A.C.U. training scheme she is an able instructor for her own South Birmingham Club—and a strict examiner when the course reaches its climax.

And she is, of course, Mrs. Albert Taylor; and Albert, too, plays an important part in centre affairs—as chairman of South Birmingham and as a delegate for the Salop Club, as A.C.U. steward at scrambles and trials throughout the centre, as team manager in the National Grass-track Championships, or, with stop watches at the ready, as a local subsidiary timekeeper.

"Anything you can do, I can do better," sings Annie Oakley in a well-known musical—and that motto could equally well be Doris's. Back around 1920 her two brothers had each acquired motor cycles and, not to be outdone, young Doris Webster brought home a secondhand, belt-drive Levis two-stroke which, in a few years' time, gave way to an overhead-valve A.J.S. And it was with that machine, in 1925, that she took part in her first trial.

Albert Taylor was somewhat in the background at that stage; he had been walking out with Doris for some time but there

Above: The Taylors at home: while Albert inspects one of the valves from his 1914 Glyno, Doris comes into the garage to see what the trouble is

Right: In another setting, acting as A.C.U. steward at a Rollwood Farm scramble, Albert does a spot of course inspecting



had been a tiff or two, and after one of these he blued all his savings in buying a Velocette and sidecar. He was to re-enter the scene a little later when he, too, began to ride in trials, on a New Imperial. Only in a small way, he admits, but there was one thrilling day during which he beat the great Dennis Mansell—and he still has the cup to prove it!

"Anything you can do . . ." Doris, too, began to collect silverware, and in even greater profusion. By 1928 she was secretary of the old Bearwood Amateur Club (and, indeed, she still is, for six years later the Bearwood club became the South Birmingham). A knock-out hill-climb, the first to be staged in the Midlands, introduced her to speed events; her début on the speedway followed later the same year while she has vivid memories of a 20-lap grass-track event on a very bumpy track at Longbridge, near the Austin car factory. Her greatest successes were gained with a six-port Levis two-stroke which she acquired in 1929 and rode through one trial after another, not just small-time club fixtures but national trials, including the Colmore, Victory and Levis. Other models followed: a James, a Norton outfit and a Red Hunter Ariel. The Taylors were married in 1930, but marriage did not call a halt to their motor-cycling fun, though there was one occasion, on a night run about six months after the wedding, when (says Albert) Doris nearly put paid to him. The night was dark and he, in the lead, had an unlucky tumble, whereupon Doris rode straight over him. "She did it to collect the insurance money," he declares; but there is a chuckle in his voice.

Can Do...



Left: Mrs. Taylor, at her home the indefatigable centre secretary, spends much of her time operating a modern duplicating machine. Above is a flashback to a Colmore Trial circa 1931: Doris rides a 249 c.c. James

They don't come any tougher than Doris. She drove her Ariel outfit in the 1935 and 1936 A.C.U. National Rallies and won a "gold" each time. When war broke out she became an instructor for the Civil Defence authorities, teaching women the art of motor-cycle dispatch riding. And after the war? Her trials days were over, but there remained the National Rally; another "gold" plaque came her way in 1951, when she rode an Ariel twin, while in 1952, on a 197 c.c. D.M.W., she was runner-up to Jack Walton—and that in an entry of nearly 1,000. Nor are her competitive days over even now, for Albert and Doris are the proud owners of a beautifully restored 1914 big-twin Clyno outfit, and in this stately carriage they perambulate sedately through such Vintage Club events as the Banbury Run and, yes, the Levis Trial, her old love but now reconstituted on the basis of the 1913 regulations and route.

But back to earlier days: in January, 1929, the Bearwood Club affiliated to the Midland Centre, with Doris as a delegate at board meetings. But that was too tame a position for the tomboy, and a year later she was a member of the centre board, as permit secretary. By 1932 she was in the centre secretary's chair, and there she stayed until 1950. For her invaluable services she was voted to the select band of honorary members of the A.C.U.

For three years she remained out of the limelight, though continuing her work for the South Birmingham Club and for the training scheme, but in 1953 the Midland clubs again asked her to take over as centre secretary; she accepted, and so began another unbroken session in office: unbroken, for only a few weeks ago, at the board's annual meeting, Doris was re-elected for the 1958 season and thus began her 23rd year of service. Hard work? Yes, of course it is; but it is work she loves for a game she loves; and certainly the Midlanders love their Doris. Woman she may be, but she is definitely "one of the boys."

In relating the Taylor story it may seem that Albert occupies a back-

ground position, but that is not strictly true. A production engineer, he remains a keen motor cyclist, riding to work on his Triumph Trophy. Quiet, pipe-smoking Albert listens carefully to the arguments of other board meeting speakers then, having weighed up the evidence, rises to put the views of his own committee. As centre steward at a scramble he has a lifetime of experience behind him to ensure that everything runs according to the book. And if the Taylor home may seem, at times, cluttered with the paper work that falls to the lot of any secretary, be it of centre or club, there are no grumbles; the partnership is a truly happy one, and that is all that matters.



Another shot of the Clyno, taken at Banbury Cross in the 1957 Vintage Banbury Run in which the Taylors are regular participants

Still the Maestro!

Duke Scintillates in B.M.C.R.C. 350 c.c. Championship at Silverstone : Shepherd, Eric Hinton, Hailwood and Harris Gain the Other Titles

"DUKE has won!" "Hurrah for Geoff!" Frenzied cries and cheering greeted the fall of the chequered flag at the end of the 17-lap B.M.C.R.C. 350 c.c. Championship at Silverstone on Saturday afternoon. A rash of waving programmes broke out spontaneously all round the circuit like spume forming on the crest of a breaking wave. Not one of the onlookers could have been more delighted had he won the race himself.

A minor achievement, some might say, for a rider with six world's championships under his belt to win a 50-mile airfield race? Statistically, maybe. But to every cheering soul at Silverstone it marked the triumph of the idol of race fans everywhere over the adversity which had dogged his wheels for two seasons. Duke was back on form with a vengeance and, of the many thrills in a day of exciting sport, that was the most precious.

For the manner of Geoff's win gave it the hallmark of genius. His Norton sulked at the start and most of the 40-strong field swung through Copse Corner before him. But he brushed aside the best efforts of some of Britain's brightest young stars as if they were novices and swept immaculately on to as emphatic a

victory as any he has ever scored. Only Bob McIntyre, riding an unfaired Potts-Norton which is rapidly approaching top pitch but still a trifle short of the ultimate in road holding, could hold a candle to the maestro. But Bob for once was powerless to keep ahead.

McIntyre, too, made a mediocre start, though not so slow as Duke's, and it was the centaur-like form of the stylish Bob Anderson and his Norton which first

streaked into view round Woodcote Corner to complete the opening lap. George Catlin (Norton) roared at his heels and McIntyre, amazingly, was already third. Duke, though he had passed riders galore, was still virtually nowhere. McIntyre made short work of Catlin and Anderson; he took the lead in the third lap and rapidly stretched his advantage. His prospects seemed rosy.

But even that early in the race Duke was distracting attention from the leader. His Norton, a pretty sight with its shell-blue dolphin fairing, was swirling through the field at an incredible rate. With three laps gone Geoff lay seventh. A lap later he was fifth, then third, then second for two laps and just before half distance he snatched the lead. But for the bellowing exhausts you could have heard a pin drop as everyone looked for the tussle of a lifetime.

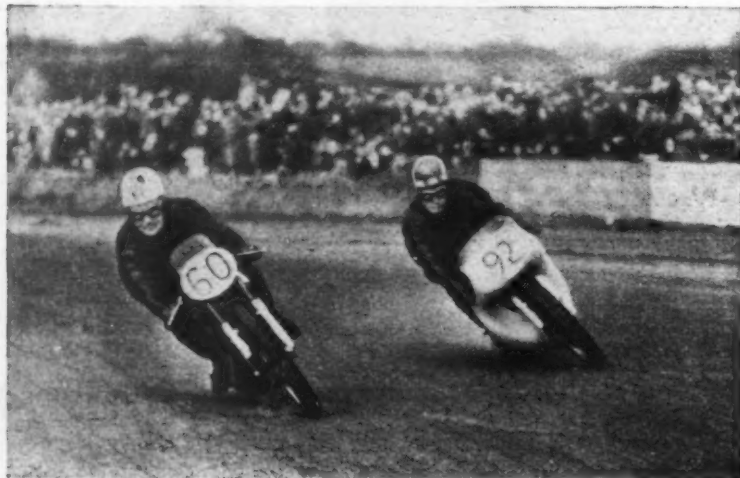
It never came. McIntyre could have crouched no lower, braked no later, cornered no more daringly without courting disaster. But still Duke drew away from him as he, in turn, left Ken Patrick, Ray Fay, Bob Anderson and Derek Minter (all on Nortons) far behind. It is a safe bet that only the current ban on full streamlining and a stiff north-west wind saved John Surtees' 92.87 m.p.h. three-fifty lap record from a nasty knock. Duke's best was 91.58 m.p.h.

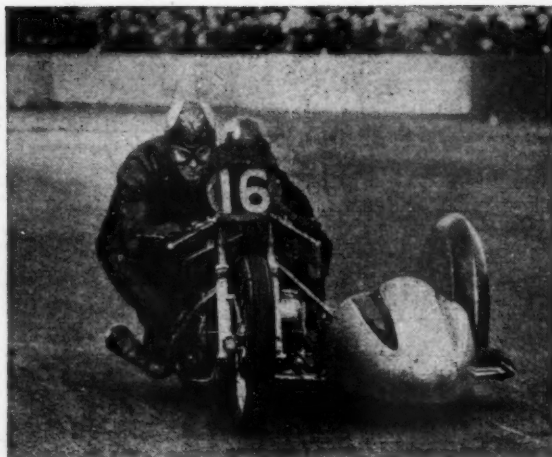
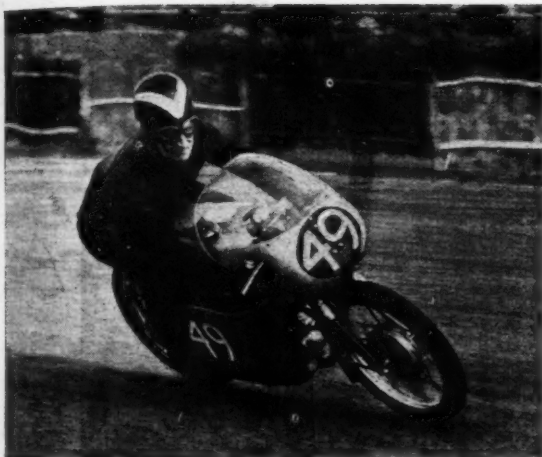
The crowd could scarcely wait for the B.M.C.R.C. 500 c.c. Championship in which Duke was to make his first appearance on the factory B.M.W. twin. But he knew in advance he could produce no fireworks there. Defect's suspension had



In winning form once more, Geoff Duke heels Reg Dearden's Norton through Stowe Corner in the B.M.C.R.C. 350 c.c. Championship. The dolphin fairing is made of glass-polyester

The scrap of the day. In the last lap of the B.M.C.R.C. 500 c.c. Championship, Terry Shepherd corners his streamlined Norton outside Bob McIntyre's Potts-Norton





Seen on the left at Stowe Corner on his very swift F.B. Mondial, Arthur Wheeler had the 125 c.c. race in his pocket until the piston seized. Right: Drifting his 499 c.c. Norton outfit round Stowe in the three-wheeler handicap, D. H. Saywood appears to head straight for the camera

hampered his cornering in practice. And though a change of rear shock absorbers minimized the tendency to pitching, it did not prevent the cam-box covers from grounding on the curves and thus preventing really purposeful cornering. Duke lay about 10th until the engine failed after some seven or eight laps.

It is not often McIntyre suffers two defeats in a day when his mounts are cracking tolerably well. But it fell to Terry Shepherd (Norton) to inflict another defeat on the Scot in the B.M.C.R.C. 500 c.c. championship. Far ahead of the third man, Bob Anderson (Norton), the two revelled in the most ding-dong struggle ever seen at Silverstone. McIntyre led on 10 laps to his opponent's seven, but Shepherd always had the whip hand. For though his model was a shade down on acceleration, its 3.50in-section rear tyre was less prone to break away when cornered to the limit than McIntyre's 3.00in tyre. That advantage enabled Shepherd to round his adversary on Woodcote Corner almost within sight of the chequered flag.

Arthur Wheeler's first outing on his two diminutive F.B. Mondials was ill-fated. In the 10-lap B.M.C.R.C. 125 c.c. Championship he outsped Mike Hailwood (MV Agusta) to a degree which seemed unbelievable. At half distance, though, the Mondial began to slow and, though Wheeler still had a vast lead on the last lap, he was robbed of victory by a piston seizure—the engine was under-jetted as a result of insufficient practising.

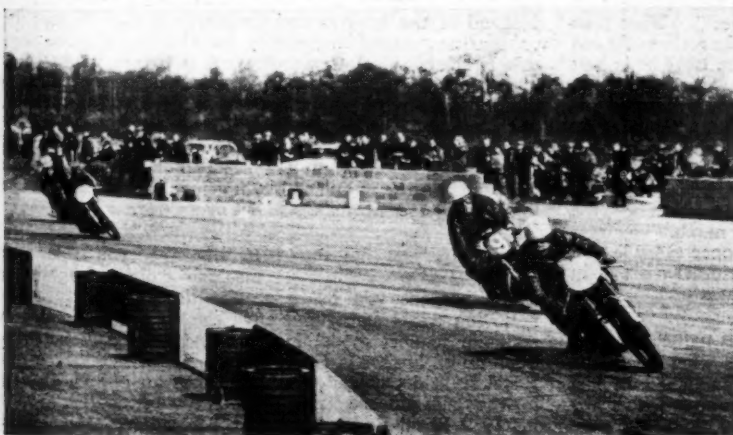
First time round Wheeler led the 15-lap B.M.C.R.C. 250 c.c. Championship, and for another few laps he mixed matters with Hailwood and Eric Hinton on their N.S.U.s. But then serious oil leakage put the Mondial out and, a lap later, Hailwood also retired—with a flooding carburettor. Hinton then went so fast that the best Derek Minter (R.E.G.) could do in second place was to finish 46.6sec astern.

Faultless driving secured the

B.M.C.R.C. Three-wheeler Championship for Pip Harris (Norton). Bill Boddice (Norton) had the misfortune to sputter on the starting line; Cyril Smith (Norton) ceded second place to Jack Beeton (Norton) when a high-speed misfire set in; and Florian Camathias (B.M.W.) dropped out when his sidestand tyre deflated. Camathias and Boddice found some consolation in taking the first two places in the subsequent three-wheeler handicap. Camathias beat his rival by a mere three feet.

B. J. Daniels (Norton) was undisputed master throughout the 500 c.c. Silverstone Championship. Similarly, J. D. Hamilton (Norton) led the equivalent 350 c.c. race from start to finish though a late challenge from L. P. Young (A.J.S.) might have borne fruit had the race been a lap or two longer. Well organized by the British Motor Cycle Racing Club, the meeting was sponsored by Motor Cycling.

A group of riders sweeps round Becketts Corner during the second eight-lap Club Handicap. In the foreground is R. Masson (348 Norton), chased by B. R. Anderson (499 Norton)



B.M.C.R.C. 500 c.c. Championship (17 laps).—1. T. S. Shepherd (Norton), 92.59 m.p.h.; 2. R. McIntyre (Norton); 3. R. Anderson (Norton). **Fastest lap.**—Shepherd, 94.2 m.p.h.

B.M.C.R.C. 350 c.c. Championship (17 laps).—1. G. E. Duke (Norton), 89.63 m.p.h.; 2. R. McIntyre (Norton); 3. K. H. Patrick (Norton). **Fastest lap.**—Duke, 91.53 m.p.h.

B.M.C.R.C. 250 c.c. Championship (15 laps).—1. E. Hinton (N.S.U.), 84.69 m.p.h.; 2. D. W. Minter (R.E.G.); 3. R. N. Brown (N.S.U.). **Fastest lap.**—Hinton, 86.06 m.p.h.

B.M.C.R.C. 125 c.c. Championship (10 laps).—1. S. M. B. Hailwood (MV Agusta), 74.81 m.p.h.; 2. J. C. Moore (MV Agusta); 3. R. J. G. Dickinson (MV Agusta). **Fastest lap.**—A. F. Wheeler (F.B. Mondial), 76.34 m.p.h.

B.M.C.R.C. Three-Wheeler Championship (10 laps).—1. P. V. Harris (Norton), 84.45 m.p.h.; 2. J. Beeton (Norton); 3. C. Smith (Norton). **Fastest lap.**—Harris, 86.46 m.p.h.

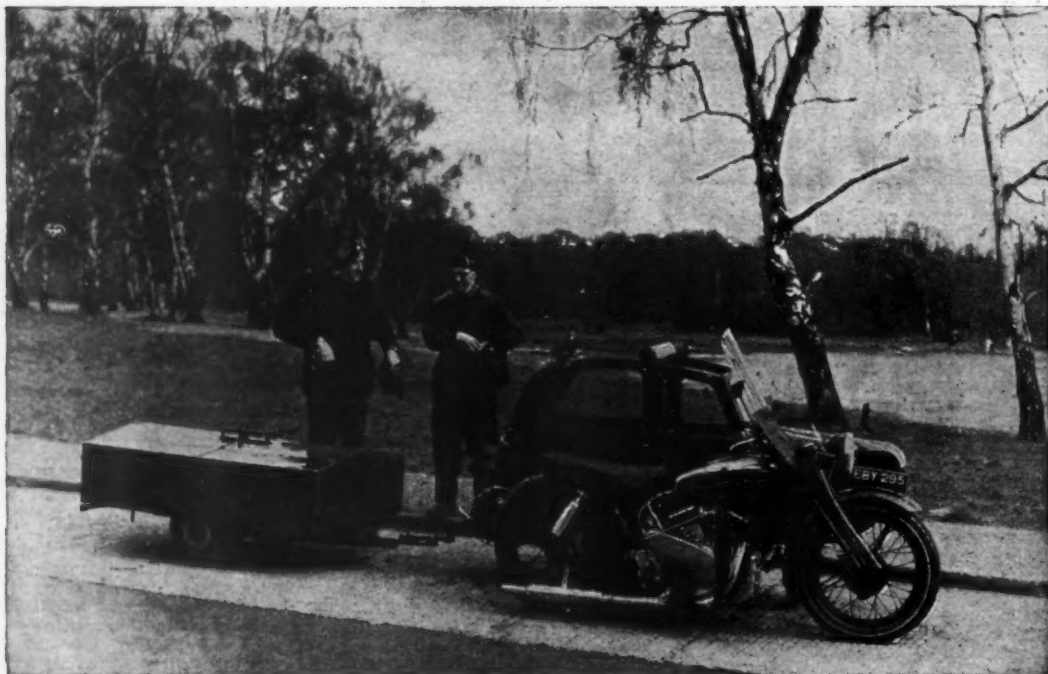
500 c.c. Silverstone Championship (17 laps).—1. B. J. Daniels (Norton), 89.81 m.p.h.; 2. A. M. Godfrey (Norton); 3. B. J. Harrison (Norton). **Fastest lap.**—Harrison, 92.22 m.p.h.

350 c.c. Silverstone Championship (17 laps).—1. J. D. Hamilton (Norton), 86.33 m.p.h.; 2. L. P. Young (A.J.S.); 3. J. A. Sugden (Norton). **Fastest lap.**—Hamilton, Sugden and E. R. Fitton (Norton), 87.9 m.p.h.

1,000 c.c. Three-wheeler Handicap (10 laps).—1. F. Camathias (498 B.M.W.), 83.59 m.p.h.; 2. W. G. Boddice (499 Norton); 3. J. Beeton (499 Norton). **Fastest lap.**—P. V. Harris (499 Norton), 86.75 m.p.h.

First Club Handicap (176-500 c.c., 8 laps).—1. R. Craig (348 Velocette), 80.1 m.p.h.; 2. C. O. Watson (348 Norton); 3. D. Williams (499 B.S.A.). **Fastest lap.**—Williams, 84.33 m.p.h.

Second Club Handicap (176-1,000 c.c., 8 laps).—1. O. Bell (499 Norton), 85.3 m.p.h.; 2. L. A. James (247 N.S.U.); 3. P. H. Tyack (349 A.J.S.). **Fastest lap.**—Bell, 87.46 m.p.h.



Charles Nash (left), social secretary of the Royal Enfield Owners' Club, parks his pre-war big-twin sidecar outfit and trailer on Wimbledon Common for a chat with Vic Willoughby (see "Spit and Polish" on this page)

ON THE FOUR WINDS

By "NITOR"

CHAIN GANG SLAVE? Vic Willoughby reckons he was mesmerized by the painted lines that guided him round the Motor Industry Research Association's high-speed circuit while he crouched low on the Matchless Sports Twin for an hour ("Flat Out all the Way," *The Motor Cycle* for last week). What then of poor Stan Dibben, of Perry Chains? He reckons he has covered about 10,000 miles at M.I.R.A. Probably he is best remembered as sidecar passenger to Eric Oliver and Cyril Smith in the great classic road races and as a racer in his own right on short circuits and in the Manx Grand Prix and T.T. But nowadays he is unquestionably M.I.R.A.'s most prolific lapper on two wheels. His job there is to test chains and chain oilers and for the most part he rides a three-fifty Manx Norton. Under favourable conditions, the Norton comes off the south banking at 117 m.p.h. To stress the chains Dibben goes through the gears once every lap on one of the straights—in spite of which he estimates his all-in average speed at M.I.R.A. as about 100 m.p.h.

THE MAP BOOKLET "Gems of Britain" was the title given to what we in the office call a "pictorial double-spread" published in last week's issue. No country on earth provides so much variety as do these tiny islands washed by the Atlantic on the west

and by the North Sea in the east. Switzerland offers majestically craggy peaks, lakes and little plains. Italy has a Switzerland in miniature in the Dolomites, cypress trees and lakes just to the south and, farther south, scenery that is varied yet remarkably lacking in contrast; France can claim examples of Nature's very best but its plain is as flat and featureless as the top of your workshop bench. What have we in Britain? A lush, almost Mediterranean-like south coast; the incomparable gardens that are Kent; the little Holland of the fen-country; the showplace of Surrey; the contrasting peaks of Snowdonia, the Pennines and the Scottish Highlands that are so different that they might be in different worlds; and in the far north of Scotland there is more quietude and peace than was ever sought by the most contemplative hero in a book by Charles Morgan. We are a people of contrasts in a country of contrasts. In many ways the bringing of the whole of Britain under your scrutiny in the series of free maps for binding into booklet form is the finest thing *The Motor Cycle* has ever done.

SPIT AND POLISH

If, like me, you ride your machine daily come rain or shine, perhaps you begrudge the time spent repeatedly removing travel stains and envy the rider who is able to maintain his pet model in real *concours d'élégance* trim. Such an enthusiast is Charles Nash, social secretary of the Royal Enfield Owners' Club. He uses an N.S.U. Quickly for the daily mileage 'twixt home and work and lavishes on his 1939 Royal Enfield 1,140 c.c. KX sidecar outfit all the

Success*Proves

'Motor Cycling' Silverstone Saturday

B.M.C.R.C. Championship Races

SIDECAR

1st P. V. Harris
Norton/Watsonian

2nd J. Beeton
Norton/Watsonian

3rd C. Smith
Norton/Watsonian

125 c.c.

2nd D. C. Moore
M.V. Agusta

250 c.c.

1st E. Hinton
N.S.U.

350 c.c.

2nd R. McIntyre
Norton

3rd K. H. Patrick
Norton

SENIOR

2nd
R. McIntyre
Norton

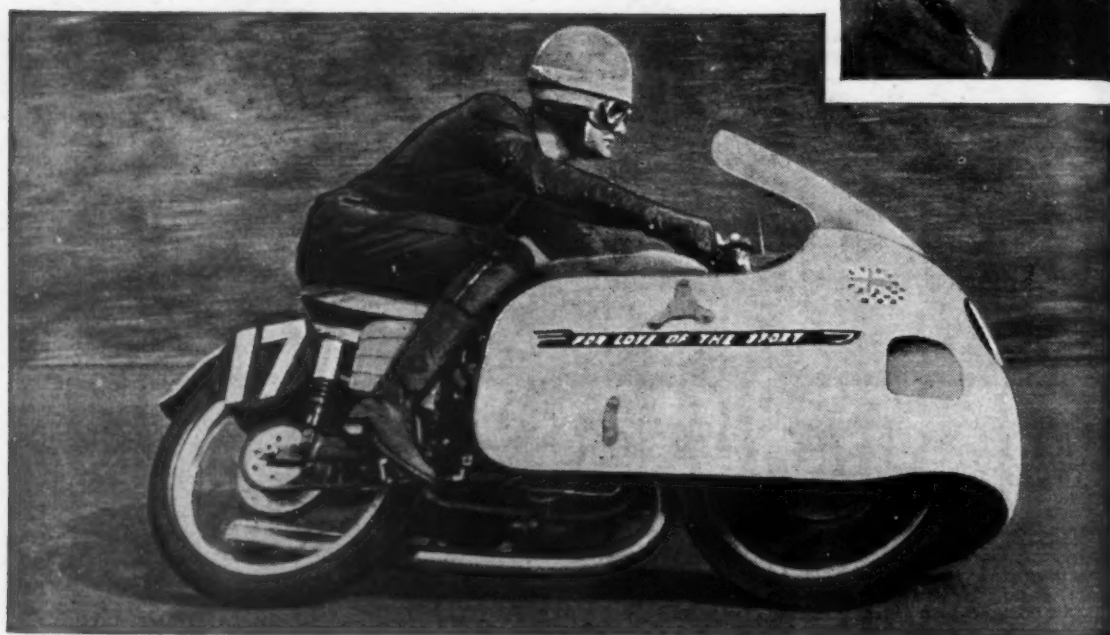


(Subject to official confirmation)

they build durability at
DUNLOP

MIKE HAILWOOD

won his South African
successes on
BP ENERGOL



And now in England he goes on winning

Crystal Palace (Easter Meeting)

1st in 200 c.c. race MV

1st in 250 c.c. race N.S.U.

Silverstone Saturday

1st in 125 c.c. Championship race MV

(subject to official confirmation)

Congratulations to Mike Hailwood, the 18-year-old Oxford rider on his remarkable string of South African successes! Every one of these victories was won on BP Energol.

Proofs of Supremacy

In the supreme tests, at international races, rallies and endurance tests, BP Products demonstrate their outstanding quality over and over again.

*The BP Shield is the symbol of
The British Petroleum Company Limited*



care of a hen tending her brood. Nash bought the outfit in a dilapidated condition in 1952, had it rebored and fitted with new big-ends, then repainted it in the makers' colours (black and green with gold lines) and buffed all the aluminium castings the hard way—by hand. Still he was not content—he wanted something brighter than the pristine glitter of new paint and polished aluminium. So there is now a chromium-plated flash sprung between the head and barrel fins of each cylinder, while similar strips decorate the lower ends of the rear and sidecar mud-guards, the top edge of the wind-screen, the screen apron and the periphery of the front number plate. Chromium-plated buttons pushed in the tops of the hollow cylinder-head nuts serve the dual purpose of enhancing appearance and keeping out corrosive rain water. And around the walls of the 4.00×19in tyres is painted a gold line.

UNUSUAL CONTROLS But the eccentricities of the Nash outfit are not confined to adornment. The control layout is one of the strangest ever. Right-foot clutch operation and a right-hand gear change were standard on the KX, and to speed cog swapping Nash moved the twistgrip to the left side of the handlebar.

All in a normal day's work. Stan Dibben hurtles round the banked M.I.R.A. circuit testing chains. His test mileage to date is about 10,000



Another view of the Nash 1939 1,140 c.c. Royal Enfield outfit showing the beautiful exterior condition

Throttle opening is therefore achieved by rolling the grip outward. Given time, one can adapt oneself to almost anything. But according to Vic Willoughby, who paid Nash a call recently, the layout comes exceedingly strange on first acquaintance. The massive side-valve vee-twin has a fascination unknown to most moderns. Ber-lub ber-lub ber-lub it goes as, on a 4.3 to 1 top gear, it hauls a double-adult sidecar of unknown origin, a laden camping trailer and a passenger load of 44 stones (four persons) at an effortless 45 m.p.h. (on the Continent), using petrol at the rate of a gallon every 48 miles. Total distance covered since new is claimed to be 111,000 miles, and the outfit seems likely to go on for a long time yet (Nash recently bought a similar outfit for spares). One thing seems certain: Sarah, as Mrs. Nash calls the outfit, will never be guilty of hiding her light under a bushel of road dirt.

WILD ONES—BAH! By some queer quirk of nature the human mind, in general, appears to thrive on sensationalism. Why else should so many thousands of tons of newsprint be used up week after week in dealing with blood-and-thunder features of present-day life? Time was when a journalist had to be able to write. Today, in the right sphere (or, more accurately, in the wrong sphere), he can apparently get by if he can turn in sensational stories guaranteed to cause his readers' hair to stand on end; so long as he has a tub to thump, an axe to grind, a wrong to right. What has all this to do with *The Motor Cycle*? Just this. In a national sheet there has appeared an article that has sent my blood pressure up to just about the danger zone. The journal has apparently heard that small gangs of hoodlums are taking to motor cycles here and there and rushing about a bit. In the whole country there may be how many such youngsters? Fifty? A hundred? Probably not more than fifty. They apparently dress in black leather jackets, U.S. style, confine their conversation to talk of excitement, thrills, sudden death and miraculous escape. They are presented by the paper as though they were typical of the average motor cyclist! There are probably 1½ million machines on British roads today. The majority are ridden by decent, sensible, hard-working fellows of typical British type. For them to be libelled (for that is what it amounts to) in such a scurrilous, unscrupulous fashion by a sensation-seeking "team of investigators" is far more serious a matter than the microscopic annoyance caused by a few young thugs who have turned from rock 'n' roll to motor cycles. "Gangs of speed-crazy motor cyclists are terrorizing Britain's highways." Bah! Have you ever heard such arrant nonsense?

Round the Table

..... MAYBE

F.I.M. Suggests Meeting with British Manufacturers to Discuss Allen's World-record Claim: International Six Days' Trial Regulations Approved: Three Years' Notice Rule for Major Racing Policy Change Likely to be Abandoned

COMMON sense—at least a glimmer of it—seems to have helped deliberations in Warsaw last week. After considering the threat of legal action by the British Manufacturers' Association to establish recognition of the 214.5 m.p.h. achieved by Johnny Allen in September 1956 as the world's maximum speed record, the *Fédération Internationale Motocycliste* decided to ask the manufacturers to talk it over. The F.I.M. president, Augustin Perouse, the *Commission Sportive Internationale* president, Pieter Nortier, and Major H. R. Watling, F.I.M. treasurer and delegate of the Motor Cycle Union of Ireland, are the F.I.M. nominees and it is hoped that the Manufacturers' Association will accept the invitation and appoint three representatives to parley.

That is the biggest news from the four-day Spring Congress in Poland. Other matters were more or less routine: approval of the supplementary regulations for this year's International Six Days' Trial to be held in Germany from September 22 to 27; further consideration of road-racing policy; agreement to hold the Autumn Congress in London next November; formal acceptance of the resignation of Major T. W. Loughborough who has been secretary-general since the federation was reconstituted in 1912.

Correspondence on the Allen record claim between Hugh M. Palin, director of the Manufacturers' Association, and president Perouse was officially brought to the notice of the F.I.M. Bureau Central. The outcome was the suggested conference mentioned earlier. A stipulation is that the conference shall be held in private and that no disclosure of the progress of the negotiations be made until final agreement or disagreement is arrived at. If a satisfactory conclusion is reached, it is hoped that further action on the part of the British manufacturers will be avoided. A brief résumé of the developments that led up to the deadlock on Allen's claim is given in the right-hand column of the opposite page.

In general, the supplementary regulations for the I.S.D.T. follow very closely those applicable to the 1957 event. Surprisingly, however, the C.S.I. reversed the tendency in recent years to strengthen the safeguards against running repairs. Approval was given to suggestions by the Polish delegates for deleting rims, mudguards and final-drive covers from the list of marked machine com-

ponents (Article 20, Appendix L, International Sporting Code). Further, sealing of the front fork to the main frame of the machine to avoid separation is no longer required.

As the organizers are prepared to admit 320 entries, it is envisaged that to avoid riding in darkness at the end of the day it might be necessary for riders to be started four at a time. So that members of International Trophy and Silver Vase teams can be identified easily, their machines will carry a special 2in-diameter disc (or similar badge) fitted below the front number plate. The route will be in the same area as that used for the trial organized by the Germans in 1956 and the speed test is once again on the road linking Ettal, Linderhof and Oberammergau.

At the special meeting of the C.S.I. in Paris last February it was proposed to introduce formulae for road-racing machines: Formula Grand Prix—to cover specially built machines not available to the public; Formula 1—production racers of the Manx Norton and 7R A.J.S. type; Formula 2—machines in the sports category. No definite ratification of these proposals was forthcoming, but it was decided that some experience of Formula 1 racing was desirable before legislating for grand-prix racing beyond the decision already taken to abandon the 500 c.c. class for world's championships in 1960.

However, Formula 1 racing was probably brought a stage nearer by establishing the general principles for accepting registration of suitable machines. The draft of the certificate of registration covers normal specification details and when registration is granted it will bind the manufacturer, federation or person concerned to comply strictly with the specification. (It is envisaged that if manufacturers do not wish to apply for registration then federations may do so and it is hoped that the first batch of applications will be approved at the Autumn Congress.)

Basic road-racing rules such as those applying to streamlining, and the dimensions of rims and tyres, will apply equally to Formula 1

specifications. No change was made in the requirement that at least 50 models must have been sold to the public and it would appear, therefore, that only three makes of machine—A.J.S. (7R), Matchless (G45) and Norton (Manx)—at present qualify. On the other hand, it might be that production machines less suitable for Formula 1 racing would be considered for registration.

Following instructions at the Paris meeting, V. C. Anstice, the British delegate, submitted draft regulations for Formula 2 racing but they were not, in fact, discussed at the Congress. As regards the world's road-racing championships, the C.S.I. proposed to end the arrangement by which three years' notice is given of major alterations to regulations. As an alternative, new proposals will be sent to federations for discussion with manufacturers in their own country so that they may advise the F.I.M. of manufacturers' views.

Slight changes were made in the schedule of minimum rim and tyre sizes for solos in international events. The details were formulated at the Paris meeting and during ratification last week it was decided to reduce the minimum rim diameter from 17 to 16in and to allow tyre sections on the front and rear wheels of 125 c.c. machines and front wheels of 250 c.c. machines of 63 instead of 65mm. The changes as regards tyre sections are purely academic since the equivalent size manufactured is 2.50in.

With the growing popularity of important moto-cross meetings, it is considered that further modifications to standing regulations are required. Hence, a meeting of experts similar to that held in Belgium last year is to take place after the Moto-Cross Grand Prix of Belgium at Namur on August 3. The delegates will submit recommendations to the Autumn Congress. One point was decided: for the 1959 season no rider will be permitted to compete on the same day in races counting respectively for the world's championship and the subsidiary 250 c.c. Silver Medal.

As already announced, the 1959 F.I.M. Rally will take place in England, June 16 to 18, with the final control at Scarborough, Yorkshire.



Off to Warsaw: In the front row are Major W. W. Fearnley (speedways), Harold Taylor and Sam Huggett; behind on the steps of the Sabena airliner are Vic Anstice and Major H. R. Watling

I.S.D.T. FACTS

THIS YEAR'S International Six Days' Trial, 33rd in the series, will take place from Monday, September 22 to Saturday, September 27 and will be organized by the *Allgemeiner Deutscher Automobil Club* (ADAC), Gau Südbayern, on behalf of the *Oberste Motorradsport-Kommission* (OMK). The trial is open to solos only.

ORGANIZING HEADQUARTERS: ADAC, Gau Südbayern, München, 2, Sondlinger-Tor-Platz, 9. Telephone, München 592021-24.

TRIAL HEADQUARTERS: Ski-Stadion, Garmisch-Partenkirchen, Bavaria, Germany.

CLERK OF THE COURSE: Otto Sensburg.

COURSE: About 1,244 miles. Start and finish and lunch stops each day at the Ski-Stadion. Schedule speeds on the daily routes are: 50 and 75 c.c., 22.3 m.p.h.; 100 c.c., 23.6 m.p.h.; 125 c.c., 26 m.p.h.; 175 c.c., 27.3 m.p.h.; 250 c.c., 28.6 m.p.h.; 350, 500, 750 and 1,000 c.c., 30 m.p.h. If route conditions deteriorate, such as through abnormal weather, the organizers may reduce the speeds by up to 25 per cent.

SPEED TEST: All machines must maintain the following speeds for one hour at the end of the road mileage on the 4.35-mile Ettal-Linderhof-Oberammergau-Ettal road circuit: up to 50 c.c., 26.12 m.p.h.; 75 c.c., 31.1 m.p.h.; 100 c.c., 36.08 m.p.h.; 125 c.c., 41.03 m.p.h.; 175 c.c., 46.03 m.p.h.; 250 c.c., 51 m.p.h.; 350 c.c., 54 m.p.h.; 500, 750 and 1,000 c.c., 57.13 m.p.h.

m.p.h. The speed test is used to decide ties between national teams.

REGULATIONS will be available shortly from the Auto-Cycle Union, 83, Pall Mall, London, S.W.1.

FEES: Entry by manufacturer, £25; by private rider, £21. Fees include board and lodging from dinner on September 19 to breakfast on September 28. Fuel has to be paid for by the competitor.

ENTRIES CLOSE: Noon, August 16. At double fees, noon, August 23; team entries (no fees charged) may be nominated up to the latter date.

WEIGHING-IN takes place at Garmisch-Partenkirchen on September 20 and 21.

TEAMS: For the International Trophy—six riders on machines made in the country they represent; one team per nation. International Silver Vase—four riders, on "foreign" machines if desired; two teams per nation. Club teams and manufacturers' teams may be nominated.

INDIVIDUAL AWARDS: No marks lost, F.I.M. gold medal; up to 25 marks lost, F.I.M. silver medal; more than 25 marks lost, course completed, F.I.M. bronze medal.

PREVIOUS WINNERS: Last year, when the trial took place in Czechoslovakia, the International Trophy was won by Western Germany and the Vase by Czechoslovakia. Since the first I.S.D.T. in 1913, Great Britain has won the Trophy on 16 occasions and the Vase 11 times.

The A.C.U. presented the draft regulations which were passed to Henry Stienlet of Belgium, president of the *Commission Internationale de Tourisme Motocycliste*, for comment.

Major Loughborough's letter of resignation follows arrangements which have already been made for his retirement on June 30. His assistant for the past few months, Major David Goode has been appointed acting secretary-general from July 1. The proposal made at the Paris meeting to transfer the secretariat office from London to Geneva was approved but no detail arrangements were made.

A warm tribute to Major Loughborough's fine work for the F.I.M. was paid on the proposition of Major Watling, seconded by

Johnny Lurani of Italy, and it is expected that the federation will honour him suitably at the Autumn Congress which will take place in London (just before the Earls Court Show).

The financial statement for 1957 was received and the provisional budget for 1958 approved. One change in financial arrangements is an increase in subscriptions and from 1959 onwards, Great Britain and four other nations, including the U.S.S.R., will pay the maximum of £100 a year.

Twenty-seven countries were represented in Warsaw. A.C.U. officials present were V. C. Anstice, S. T. Huggett (A.C.U. secretary), Major W. W. Fearnley and H. R. Taylor. Major H. R. Watling attended as M.C.U.I. delegate.

unless the high cost of petrol-injection equipment could be reduced to a figure nearer that of its rival. The foregoing applied, of course, only to quantity-produced road-going cars and motor cycles, not to racing or luxury models. Optimum results could be expected only where the engine was designed specifically for petrol injection.

Tulip Time

DURING the next few weeks until mid-May the South Lincolnshire tulip fields are at their best and are a centre of attraction for tourists. Both the Royal Automobile Club and the Automobile Association issue free folders which are useful guides and also include helpful maps. Copies may be obtained from county offices.

The tulip area is also covered in *The Motor Cycle* map supplement included free in next week's issue (see page 525).

The Record Dispute

AT THE BONNEVILLE Salt Flats on 6 September 1956, Johnny Allen recorded 214 m.p.h. for the flying kilometre and 214.5 for the flying m.l.e. He rode a specially prepared 649 c.c. Triumph. The record attacks were supervised by two Americans, A. C. Pillsbury and H. G. Schaller and an American U.S.A.C. timer was employed. A few weeks earlier Robert Burns, a New Zealander, had recorded 176.5 m.p.h. with a Vincent sidcar outfit. The same timer was used but the timekeeper was Philip B. Mayne, certificated internationally and approved by the *Fédération Internationale Automobile*.

OFFICIAL RECORD notices covering claims by Allen and Burns were issued by the F.I.M. secretariat. In accordance with the regulations, both records would be confirmed unless protests were received within three months.

NO PROTESTS were received, but doubts about the timer were expressed at the F.I.M. Autumn Congress held before the expiry of the three months' period.

THE CALIFORNIA INSTITUTE OF TECHNOLOGY, which had certified the timer before the record attempts, was asked to issue another report on the equipment but the report was not received by the F.I.M. Spring Congress in April 1957 as requested. Therefore, the F.I.M. decided not to ratify the records. The second report on the equipment did, in fact, arrive in May and confirmed that the U.S.A.C. timer was perfectly satisfactory.

AT THE AUTUMN CONGRESS of the F.I.M. in October it was stated that, although the timing equipment was satisfactory, the records could not be ratified because of the decision taken at the Spring Congress. However, the timer was approved for future use—and remains on the approved list in spite of protestations by the F.I.M.'s own technical committee which maintains it has never been properly consulted in the matter.

BECAUSE THE F.I.M.'s attitude has seemed incomprehensible, the British manufacturers took legal advice in relation to Allen's claim. Counsel's opinion was that the F.I.M. could be legally compelled to comply with its own rules and, therefore, to ratify the record, since no official protest had been received within three months of the date of the record notice. A public announcement to this effect was made last month and it was stated that legal action would be taken as a matter of principle.

IT IS THIS THREAT of legal action which has encouraged the F.I.M. to suggest the private meeting mentioned in the text of the report.

Petrol Injection

I.Mech.E. Discuss Three Papers

ON Tuesday of last week three papers on petrol injection were read before the Automobile Division of the Institution of Mechanical Engineers, London. The authors were E. W. Downing of Lucas, Errol J. Gay of the Associated Ethyl Company and Dr. H. Heinrich and H. Stoll of the German Bosch concern.

The papers were followed by a lengthy and interesting discussion in which the general opinion appeared to be that whereas petrol injection promised improvements in power, flexibility and fuel consumption, the gains were relatively small. In consequence, the carburettor was unlikely to be superseded

QUESTION AND ANSWER

ENGINE SEIZURE

RECENTLY I experienced a severe engine seizure. I have obtained a replacement for the damaged piston but there are patches of aluminium from the old piston adhering to the cylinder wall. Can the aluminium be removed without scratching the bore?

T. R. MURRAY
Dover.

A skilled mechanic could remove the aluminium safely with a bearing scraper but, provided the cylinder is of cast iron, a more convenient scheme for the average rider is to use a strong solution of caustic soda. (In the case of a light-alloy cylinder, scraping is the only remedy.) Three pounds of caustic soda in one gallon of water makes a very effective solution in which the cylinder should be immersed for a few hours. (The solution must be kept off the hands and the fumes away from the eyes; it is best to do the job out of doors.)

When the cylinder is removed it should be washed very thoroughly in running water and dried quickly. Rusting will then set in almost immediately unless the surface is treated: the bore and joint faces should be smeared with engine oil and the remainder of the surface painted with cylinder black obtainable from accessory dealers.

STICKY OILSKIN

AS A TEMPORARY measure until I can afford more suitable waterproof riding gear I have bought an oilskin coat. After only a day or so strapped to the carrier of my machine the folds in the coat stick together. Is there any way of preventing this?

M. MOSS
Croydon.

The tackiness will be reduced if you rub lightly over the outside surface with a rag soaked in carbon tetrachloride. However, since the tackiness is the waterproofing agent, its complete removal will have the obvious result—the coat will leak. If light treatment with carbon tetrachloride is not successful, dust the outside of the coat with French chalk before folding.

VALVE TIMING

I NOTICE that on a four-stroke engine the inlet valve opens appreciably before the exhaust valve has closed. I should have thought that this would result in loss of mixture down the exhaust pipe. Could you please explain?

N. STAINIER
London, W.6.

The overlap, as it is called, is necessary to get effective filling of the cylinder. By the time the piston approaches the top of the exhaust stroke the gas column in the exhaust pipe has acquired considerable momentum which results in a pressure lower than atmospheric in its wake



in the cylinder. If the inlet valve is opened before the exhaust valve closes, the low pressure starts the fresh charge moving into the cylinder earlier than would be the case under the influence of piston movement alone. Provided that the overlap is not too great, there is little loss of mixture through the exhaust valve. Because higher revs mean less time for induction—and consequently a greater need to make the most of it—a racing engine almost invariably has more overlap than a touring unit.

PRE-IGNITION

I HAVE ATTACHED a sidecar to my 500 c.c. overhead-valve single and lowered the overall gearing in accordance with the makers' recommendation. Performance is satisfactory except on long, steep climbs. Unless they are taken fairly gently, the engine is liable after a time to tighten rapidly with a loud knocking sound. As soon as I withdraw the clutch the engine stops but when I have coasted to a standstill it can be turned freely by the kickstarter and restarts readily. The engine was run-in carefully and has since covered 10,000 hard and otherwise trouble-free miles. I use one of the oils approved by the manufacturers and change it at the stipulated intervals. Can you diagnose the trouble and suggest a cure, please?

G. J. PRESTON
Sevenoaks.



It is most likely that the trouble described is due to pre-ignition caused by the sparking-plug electrodes becoming incandescent. (Symptoms of pre-ignition are almost indistinguishable from those of piston seizure but there is seldom any mechanical damage.) The extra load imposed on your engine by pulling a sidecar results in a slightly higher running temperature, especially under strenuous conditions. The cure is to replace the sparking plug by one of a slightly higher heat value; your local stockist will have a chart showing the various grades.

GALLONS TO LITRES

I AM PLANNING a continental tour and am wondering about buying petrol; how are quantities measured, and what should I ask for to fill my three-gallon tank?

B. K. TOPPING
Leicester.

Unit of measuring liquids in Europe is the litre; 4.55 litres equal one gallon. Thus 13 litres will almost fill the tank of your machine. A rough guide for mental calculations is to regard $4\frac{1}{2}$ litres as equal to a gallon. Incidentally, computer pumps are common on the Continent, and therefore you can have the tank filled and pay the amount shown on the pump without worrying about ordering a calculated number of litres.

EXHAUST REPORTS

WHEN THE THROTTLE of my three-fifty B.S.A. is closed at medium and high speeds loud "explosions" occur in the silencer. This bother started only a few weeks ago and otherwise the machine is running normally. Can you suggest the likely cause?

W. T. BARFOOT
Belfast.

The most common cause is a weak slow-running mixture which can be enriched by adjusting the carburettor pilot air screw half a turn or so in a clockwise direction; subsequently you will probably have to reset the throttle-stop screw to obtain a reliable idling speed when the throttle is closed. Alternatively, there may be an air leak at the carburettor joint with the cylinder head, at the head joint with the cylinder barrel, or through a worn inlet-valve guide, although the leak would result in a weak mixture which would affect running at all speeds. Finally the trouble could be caused by an air leak in the exhaust system, particularly at the joint between the pipe and the silencer.

OUR INFORMATION service is open to all readers. Questions should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and, whether intended for publication or not, must be accompanied by a stamped addressed envelope for the reply.

still **leading** the world

"MOTOR CYCLING'S" SILVERSTONE SATURDAY

19 April 1958

	500 c.c.	
1st	T. S. Shepherd	(Norton)
3rd	R. H. F. Anderson	(Norton)
	350 c.c.	
1st	G. E. Duke	(Norton)
2nd	D. W. Minter	(R.E.G.)
	125 c.c.	
1st	S. M. B. Hailwood	(MV Agusta)

SPANISH GRAND PRIX

20 April 1958

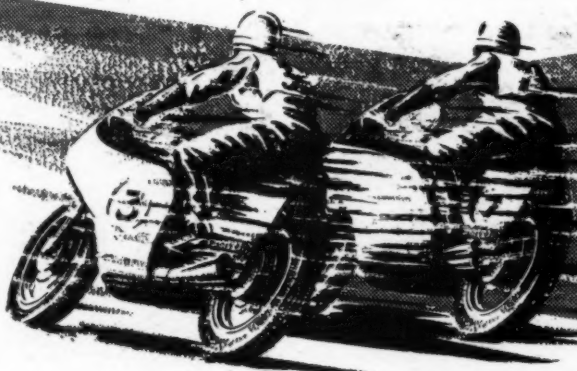
500 c.c.

1st	J. Surtees	(MV Agusta)
	and record lap	
2nd	G. Salt	(Norton)
3rd	B. Purslow	(Norton)
	250 c.c.	
1st	C. Ubbiali	(MV Agusta)
2nd	F. Purslow	(N.S.U.)
	125 c.c.	
1st	C. Ubbiali	(MV Agusta)
	and record lap	

all won on

Subject to Official Confirmation

AVON



T.T. NOTES AND NEWS

Geoff Duke's B.M.W.

German Flat Twin Promises Well : Norton-powered Special

for Junior : Miller Keeps a Secret : Fast Private F.B. Mondials

THOUGH GEOFF DUKE was unable to give his B.M.W. flat twin full rein at Silverstone on Saturday because of suspension bothers, his overall impression was very favourable. He is convinced that as soon as the shock-absorber damping has been perfected to eliminate see-sawing and prevent the cam-box covers from grounding on bends, the German twin will give an excellent account of itself. Power delivery is extraordinarily smooth and output is said to be comparable with that of Walter Zeller's 1957 Senior T.T. mount (Zeller lay third for 3½ laps in that race, at an average speed of nearly 97 m.p.h., before ignition trouble stopped him). Duke says the B.M.W. seems faster than his old factory Norton but not so fast as the five-hundred Gilera four.

Bore of the chromium-plated light-alloy cylinders is 70mm; stroke is 64mm. The cylinder heads, too, are made of light alloy and each supports two gear-driven overhead camshafts. A pair of Dellorto carburettors was used at Silverstone but the decision as to whether to retain them or use petrol injection for the T.T. will be delayed until both systems have been tried during official practising. The exhaust pipes incorporate long, shallow megaphones and ignition is by magneto. Geoff says that slight megaphonitis clears at about 5,000 r.p.m. and at 6,000 r.p.m. things begin to happen in earnest; power peaks at 9,000 r.p.m. The gear box has five speeds.

Welded at the joints, the frame is similar to Zeller's and has a single top tube and duplex loops cross-braced above and below the rear-fork pivot. The rear sub-frame is bolted on and the front wheel is also carried in a pivoted fork.

Variable-rate springs are used for wheel suspension. Tyre sizes are 3.00 x 19in front and 3.50 x 19in rear. Duplex front brakes of single-leading-shoe pattern are cable controlled but the single rear brake is hydraulically operated. Hydraulics are also used in the telescopic steering damper.

A wind tunnel was employed for development of the light-alloy dolphin fairing. Weight of the B.M.W. is 297 lb dry—appreciably less than that of the Gilera. Geoff's next tryout on the B.M.W. will probably be in Austria early next month.

For the Junior T.T. Duke is busy preparing a Norton-engined special. A welded frame has been made by Reynolds to Geoff's design and the engine will have an 80mm bore. It is hoped to make a five-speed gear box and the model will have a Peel plastic dolphin shell similar to that used on Reg Dearden's three-fifty Norton at Silverstone.

He Won't Talk

IN ADDITION to partnering Luigi Taveri and Romolo Ferri on a desmodromic Ducati in the Lightweight 125 c.c. Race, Sammy Miller talks guardedly of riding a factory two-fifty in the other Lightweight Race. But wild horses won't drag the name of the marque from him—not until arrangements are finalized.

Wheeler's Mondials

IN THE LIGHTWEIGHT 125 and 250 c.c. races Arthur Wheeler stands a rosy chance of enhancing his

reputation as one of the faster private owners; he will be riding F.B. Mondials in both events.

When he rode it for the first time at Silverstone on Saturday, his one-two-five showed a really surprising turn of speed. It is almost certain that only factory specials will be quicker in the T.T. His two-fifty carried him into sixth place at Imola early this month and, at Silverstone, seemed to have the legs of the very fast Sportmax N.S.U.s of Eric Hinton and Mike Hailwood.

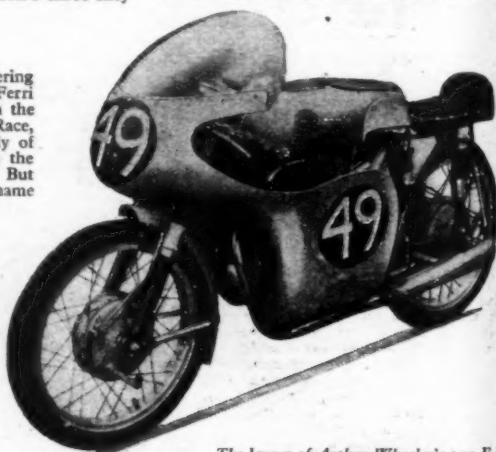
Both Wheeler's Mondials have twin-plug cylinder heads, five-speed gear boxes and beautiful 18-gauge light-alloy dolphin fairings made by a friend in Epsom. Ignition is by battery on the one-two-five and magneto on the two-fifty. Wheeler also plans to ride in the Junior T.T.—on a 7R A.J.S.

Lightweight Runners

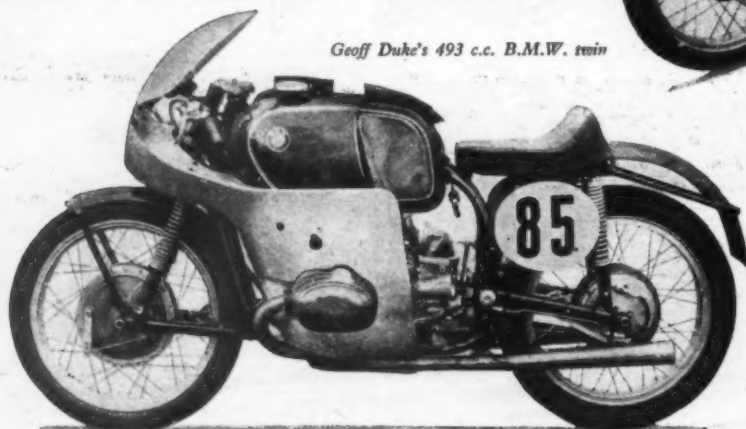
LATEST DEVELOPMENT from the decision of N.S.U. (Great Britain), Ltd., to encourage employees to race by lending them roadsters for conversion is that Bill Peden and Alan Pavey will ride in the Lightweight 250 c.c. T.T. Their mounts will be Max models, specially prepared. Over Easter, Pavey scored a heat win at Crystal Palace and a fifth place at Brands Hatch, while Peden finished fourth in the 250 c.c. Race at Snetterton.

For the Island

AMONG THE 36 ENTRIES so far received by the Auto-Cycle Union for the T.T. Races is Derek Minter, who will ride Nortons in the Junior and Senior Races, and, as reported last week, the R.E.G. twin in the Lightweight 250 c.c. Race. That great veteran Albert Moule will ride Nortons in the Junior and



The larger of Arthur Wheeler's two F.B. Mondials—the two-fifty



Geoff Duke's 493 c.c. B.M.W. twin

Senior. And visitors Florian Camathias, Helmut Fath, Alwin Ritter and Edgar Strub will all drive B.M.W. sidecar outfits. Another foreign sidecar driver is the Swiss, Fritz Muhlemann, who will pilot a B.S.A. outfit.

Three Hintons

AUSTRALIA'S FAMOUS Hinton family has arrived in force for the T.T. and other European races. In other words, 49-year-old Harry Hinton senior, one of the most fearless riders the Island has ever seen, is accompanying his sons Eric and Harry junior on this year's trip. And nobody who knows Harry senior would be surprised to see him earning his share of start-gold in some of the continental meetings.

Eric is, of course, a member of the official Australian T.T. team and will ride Nortons in the Senior and Junior and an N.S.U. in the Lightweight 250 c.c. T.T. But Harry junior is travelling at his own expense and may decide to skip the T.T. if alternative continental events offer more attractive remuneration.

The Potts-Nortons

DEVELOPMENT CONTINUES apace on Bob McIntyre's three-fifty and five-hundred Potts-Nortons. As Mac says, it is virtually impossible to rehash a brace of racers to the extent that Joe Potts and he did during the winter, and find everything spot-on right from the start. The too-hard front springing which spoiled the steering at Brands Hatch and Oulton Park at Easter has been vastly improved by lengthening the fork stanchions and fitting softer springs. At Silverstone the handling of both models proved much better, though the tricky problem of obtaining perfect road-holding with ultra-light weight has still not been completely solved. Incidentally the three-fifty now has a two-leading-shoe rear brake taken from a 125 c.c. racing Gilera.

Tough trio from Australia—the Hinton family. Eric (left) is a member of the Australian team; he finished fifth in last year's Junior Race. Harry (right) is undecided whether to ride in the T.T. In the middle is Harry snr. who rode in the Island in 1949, 1950 and 1951. His best placing was ninth in the 1949 Senior



Two-man Tussle

Gordon Blakeway Pips John Brittain in Wye Valley Trial

ONLY six days after their section-by-section battle in the Travers Trial, Gordon Blakeway (497 Ariel) and John Brittain (346 Royal Enfield) found themselves as the principal players in an exactly similar drama near Hereford last Saturday. The occasion was the national Wye Valley Trial and those two riders were never separated by more than four marks throughout the whole of the super-sporting, 40-mile course. Brittain arrived at the penultimate section, West Bank, one mark to the good but threw away his chance by ramming a tree when almost at the end of the hazard. Blakeway, who had watched Brittain's attempt, profited by his rival's experience and proceeded to make a perfect climb.

From start to finish it was a trial in the very finest Wye Valley tradition. Ten main hazards were included, divided into 37 sub-sections, and only the appallingly rocky Fine Street defeated the entire entry of 110. All were solos, for so few sidecar entries had been received that for the second year in succession the class was abandoned. The weather was grey and threatening when the first competitor moved off from Pontrilas, between Hereford and Abergavenny, but blue skies gradually got the upper hand and the afternoon was gloriously sunny.

A river bed paved with slimy rock slabs at Walterstone was the curtain-raiser and, for most competitors, a dasher of hopes. The river itself was not too difficult but the second half of the section was up a lane which featured a gigantic rock step where only four riders were clean. For a long time Bill Faulkner (249 Francis-Barnett) enjoyed the distinction of having recorded the only clean climb but later his achievement was successfully emulated by Bill Jackson (199 Triumph), by his son Billy (201 Greeves) and finally by Pat Brittain (346 Royal Enfield) in a masterly display of throttle control.

Walterstone had never been included in a trial before, but old favourites such as Trelanndon and Turnant lay ahead. Turnant, with its awkward approach up a stream, was difficult enough to add penalty marks to the rapidly mounting totals of all but nine riders and even fewer were able to conquer all four sub-sections of Darkie. There Roy Peplow (199 Triumph) was fast up the

boulder-strewn hill after a cautiously slow approach along the river bed, but quite the most impressive performance was that of Malcolm Body (197 Dot). Blakeway, too, was clean—and level-pegging with John Brittain.

Blackhill, a new section, was disappointingly easy but the huge rock step near the top of Middle Cwm seemed higher than ever before! Yet a far greater profusion of rockery awaited competitors at Fine Street (where nobody conquered the fifth sub-section) and it came as quite a relief to be confronted with the mud of West Bank. Blakeway's inspired performance in making the only clean climb gave him the premier award, for both he and John Brittain were unpenalized throughout the five sub-sections of Hermit's Lane, the final hazard. In another 7½ miles competitors were back at Pontrilas after as enjoyable a Wye Valley Trial as any could remember.

Best performance.—G. S. Blakeway (497 Ariel), 14 marks lost. 158 s.e.—A. Jones (Francis-Barnett), 48. 210 s.e.—R. S. Peplow (199 Triumph), 20. 358 s.e.—J. V. Brittain (Royal Enfield), 18. 400 s.e.—C. A. Morewood (Ariel), 42.

Club Team Prize.—Sunbeam: S. R. Wicken (347 Matchless), G. L. Jackson (347 A.J.S.), J. Rees (197 Greeves), 88. **Western Centre Club Team Prize.**—Gloucester and Cotswold: W. E. Jackson (199 Triumph), M. B. Smith (197 Cotton), R. G. Jackson (248 Francis-Barnett), 139. **Best Western Centre Resident.**—W. E. Jackson, 27.

First-class Awards.—S. R. Wicken 19; P. N. Brittain (346 Royal Enfield), 19; G. L. Jackson, 26; W. E. Jackson, 27; W. M. Body (197 Dot), 31; A. Shutt (249 Francis-Barnett), 34; M. F. Eyles (197 Greeves) and D. G. Langston (347 Ariel), 39; C. A. M. Lambert (199 Triumph) and J. Rees, 43; R. P. Kearney (346 B.S.A.), R. E. Mason (497 Ariel) and W. G. R. Faulkner (249 Francis-Barnett), 44; T. E. Body (197 Dot) and R. Cooper (347 Ariel), 45.

Spanish Grand Prix

THERE was nothing to challenge the factory MV Agustas in the Spanish Grand Prix on the sinuous 2.36-mile Montjuich Park circuit on Sunday. John Surtees followed up his Imola victory of two weeks earlier by winning the 30-lap 500 c.c. Race in really brilliant style. And Carlo Ubbiali had no difficulty in leading the 125 and 250 c.c. races from start to finish.

2, potent five-hundred four is not the easiest of models to ride at Montjuich

Park. The circuit is so tricky that the winning speeds of the 500 and 125 c.c. races differed only by about 4 m.p.h., or six per cent. But Surtees swept his mount through slow and fast corners, through left-handers and right-handers, as though it was a lightweight. His team-mate Francisco Gonzales, the Spanish 500 c.c. champion, was a little too impetuous. He skidded into a straw bale flanking a corner and brought J. P. Bayle (Norton) down with him. Neither rider was hurt more than superficially.

George Salt put up a wonderful show on his Norton: he was the only rider not to be lapped by the winner. Brian Purslow finished third on another Norton.

The Purslow family had a very successful day for Fron rode his N.S.U. Sportmax into second place in the 250 c.c. Race and his Ducati Grand Prix into third position in the 125 c.c. contest. In the former race Purslow was the only rider besides the winner to complete the full distance. Gonzales found the one-two-five MV Augusta less of a handful than the five-hundred and finished second to Ubbiali. But it was a near thing, for Purslow was only about 20 yards behind the Spaniard at the finish.

500 c.c. Race (30 laps—70.66 miles).—1, J. Surtees (MV Augusta), 1h 2m 30.7s, 67.82 m.p.h.; 2, G. T. Salt (Norton). **Completed 20 Laps.**—B. Purslow (Norton), R. Bognart (Norton), E. Hillier (B.M.W.), E. Hagenlocher (B.M.W.).

250 c.c. Race (25 laps—53.89 miles).—1, C. Ubbiali (MV Augusta), 54m 53.2s, 64.37 m.p.h.; 2, F. Purslow (N.S.U.). **Completed 14 Laps.**—A. Flores (Moto-Guzzi), X. Heiss (N.S.U.). **Completed 23 Laps.**—A. W. Jones (Ariel), L. Tinker (MV Augusta).

125 c.c. Race (25 laps—53.89 m.p.h.).—1, C. Ubbiali (MV Augusta), 55m 54.8s, 63.19 m.p.h.; 2, F. Gonzales (MV Augusta); 3, F. Purslow (Ducati); 4, R. Barajas (Ducati); 5, J. Grace (MV Augusta). **Completed 24 Laps.**—J. Ferrero (MV Augusta).

Outstanding Win

STAN HOLMES (497 Ariel) won last Sunday's Colonial Trial by the colossal margin of 30 marks! That the 25-mile course (of which two laps had to be covered) was of above-average difficulty is evident from the fact that Holmes lost no fewer than 54 marks and that half the entry was forced to retire.

Organized by the Eboracum Club, the trial was held in the area around Helmsley, Yorkshire, and was a revival of a pre-war event. Most difficult section was that on the moor above Carlton.

Best Performance.—N. S. Holmes (497 Ariel), 54 marks lost. **Runner-up.**—J. Bayles (197 Greeves), 84. **Third.**—B. Andrew (346 B.S.A.), 89. **Fourth.**—J. Coates (197 Special), 96. **Fifth.**—J. Brown (197 Greeves), 97. **Sixth.**—D. Atkinson (346 Royal Enfield), 101.

A.C.U. Road-racing Stars

Details at Last Finalized for New National Competition
in Solo and Sidecar Categories

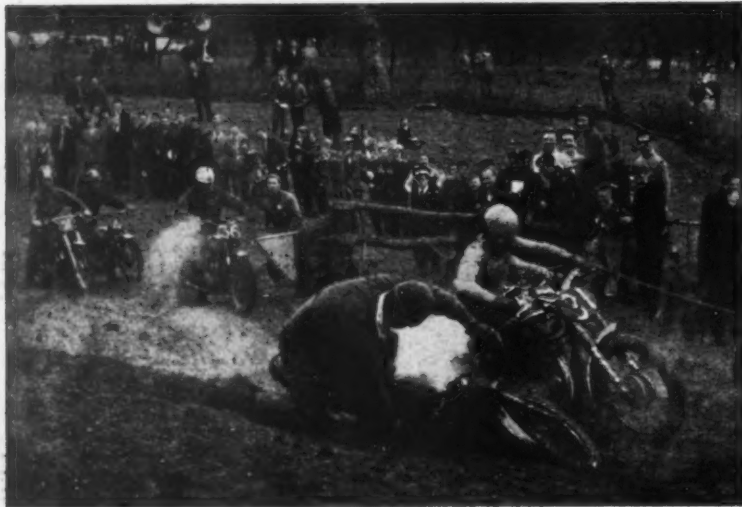
CONDITIONS governing the annual competition for Road-racing Stars have now been issued by the Auto-Cycle Union. The contest operates on a points basis and supplements the A.C.U. British Championships, awarded on the results of a single meeting—in past years the August Bank Holiday meeting at Thruxton. In addition to the principal awards, to be held for a year, gold star replicas and cash prizes will be given to the winners. There will be cash prizes only for the second and third placemen. All awards are presented by Slazengers.

The regulations are substantially as foreshadowed in *The Motor Cycle* for March 27. Five classes are specified: 125, 250, 350 and 500 c.c. solo and 1,200 c.c. sidecar (or three-wheeler). In the 125 c.c. class the winner will receive £75, the second man £50 and the third £25. The corresponding figures in all other classes are £100, £75 and £50. Twenty pounds, £10 and £5 respectively will be given to the passengers of the first three sidecar men.

Races must be held under a national permit between March 1 and October 30. Hence this year's contest is retrospective. Only scratch races, free from restrictions other than engine capacity, will count (this excludes clubman's, non-expert, invitation and such-like events). At any meeting, points will be awarded in only one race in each class and there must be at least 12 starters in the solo races and six in the three-wheeler race. If a race programme includes more than one event in any class conforming to the required conditions, the supplementary regulations must specify the race which counts in the contest. The allocation of points will be eight for the winner, six for the runner-up and four, three, two and one respectively for the next four finishers.

Results will be decided on riders' points

In the Wessex Senior Scramble (see report on page 523) Len Sanders struggles in the mud with his fallen B.S.A. while D. D. A. Miller (Matchless) slithers past.



totals in not more than eight races in each solo class and six races in the sidecar category. Ties will be resolved in favour of the rider with the greatest number of wins or, if necessary, the most second places. Any tie not resolved by those means will be decided by the competitions committee. In any class, points can be scored only by riders of machines of that nominal capacity—not by riders of smaller-capacity models.

Since March 1, four national meetings have been held: at Brands Hatch on Good Friday, and at Crystal Palace, Oulton Park and Thruxton on Easter Monday. The results of those meetings are being collated and, if approved by the competitions committee, will count in the competition.

Trials Stars

LEADING positions in the A.C.U. Trials Stars competition up to the Bemrose Trial on March 29 (but excluding results of the Cotswold Cups Trial) are as follows: Solo.—1, G. L. Jackson, 37 points; 2, J. V. Brittain, 36; 3, J. V. Smith, 31; 4, R. J. Langston, 20; 5, R. S. Peplow, 19; 6, P. T. Stirling, 17. Sidecar.—1, F. Darriulat, 32; 2, A. Pulman, 22; 3, F. Wilkins, 16; 4, S. T. Seston, 14; 5, A. J. Humphries, 13; 6, P. Wraith, 12.

Sports Briefs

FOUR WEEKS AGO the North of Ireland Club announced that it might have to abandon next month's North-West "200" road race if £500 was not forthcoming to meet the unprecedented demand for travelling expenses from visiting riders. Though the required sum has not been realized, the

club has decided to accept the risk and carry on with the organization of the event to be run on Saturday, May 17, over the 11.06-mile Portstewart-Coleraine-Portrush circuit. The field is expected to number nearly 80 riders. Racing starts at 2.15 p.m.

ON WHIT SUNDAY, May 25, the North Hants Club will play two games of moto-ball at Twedd-down Race Course, near Aldershot. The club will field separate teams to play against Preston (kick-off 2 p.m.) and Rochdale (kick-off 3.30 p.m.).

BRITISH RIDERS dominated the Swedish Moto-cross at Udevalla last Sunday, a tough event held in torrential rain. Heat winners were Les Archer (490 Norton) and Dave Curtis (498 Matchless) and the final order was Curtis first, Archer second and Swedish rider O. Larsson (499 B.S.A.) third.

AFTER POSTPONEMENT from March 23 owing to snow to a new date, May 18, the Cleveland Sporting Trial has had to be abandoned. For a number of reasons including sitting grouse and the danger of moor fires, the Middleton Club cannot get permission to use the course in May or later in the summer. Entry fees are being refunded.

NEARLY ALL THE famous scrambles stars will take part in the Sunbeam Point-to-Point to be held on Saturday at Oxenbourne Farm, East Meon, near Petersfield. The start is at 2 p.m. and practice will be held from 11.30 a.m. to 1.30 p.m. As usual, there will be 250, 350 and 1,000 c.c. races. Admission charge is 1s. Parking costs 2s 6d for a motor cycle and 5s per car. The price of programmes is 1s.

JULES TACHENY, organizer-in-chief of the Belgian Circuit de Mettet road-race meeting on May 4, has written with regard to a paragraph in the regulations which has been widely mis-constructed. By the expression *formule libre* in connection with streamlining, what is meant is that streamlining may be employed or not—but if used it must conform to the new F.I.M. regulations for 1958.

THE FIRST road-race meeting of the year at Castle Combe takes place on Saturday. The course is located just off the main Bristol-Chippenham road and racing begins at 1 p.m. There will be races for all the usual solo classes and for sidecars. Admission charges are: solos, sidecar outfits and three-wheelers including all personnel, 5s; cars and occupants, 10s; adults without vehicles, 2s 6d; children, 1s.

SOUTHERN LEG of that great inter-regional tussle, the North versus South Scramble, takes place on Sunday. Organized by the Streatham Club, the fixture will be held at the popular course at Muswell Hill Farm, Brill, Buckinghamshire. The first race begins at 2 p.m. Teams are as follows: North—B. W. Martin, A. J. Lampkin, J. Matthews, P. Fletcher, D. Butterworth, J. D. Stallard, J. Burton, P. L. Hodgson, J. S. H. Bray, T. Gibbs, S. Bickerton, R. Kyffin. South—J. Horsell, R. King, J. Sheehan, T. White, M. Curtis, J. R. Giles, G. L. Jackson, K. Heanes, A. W. Lee, J. Johnson, P. Lamper, J. Clayton.

SIDECARS WILL RACE for the first time on Saturday over the Beveridge Park circuit, Kirkcaldy, Fife. The occasion is the Kirkcaldy Club's Scottish Road Races incorporating the Scottish Speed Championships. Of the total of 140 entries, five are in the sidecar category. Among the solos are Bob McIntyre, Alastair King, Bob Brown and the local rider Alf Peatman. The next day many of the same riders travel to Berwick on Tweed to take part in the Border Motor Racing Club's meeting at Charterhall. Racing will begin at 2.30 p.m. The total entry is 161.

UNATTACHED RIDERS as well as members of affiliated clubs in the South-Midland and Eastern centres and of the Triumph Owners Club, the C.S.M.A., the British Two-Stroke Club, the M.C.C. and the Army Motor Cycling Association are eligible for the Wood Green 24-Hour Roadcraft Trial taking place June 21-22. The 500-mile course will be over main and minor roads from North London to North Devon and return and will be suitable for standard scooters, solo motor cycles, sidecar outfits and three-wheelers. Regulations will be available shortly and can be obtained from H. J. Marriott, 13, East View, Barnet, Herts.



Mobil winners

SILVERSTONE, SATURDAY

19th April, 1958

500 c.c. SENIOR CHAMPIONSHIP RACE

1st T. S. SHEPHERD.....**NORTON**
92.89 m.p.h.

250 c.c. CHAMPIONSHIP RACE

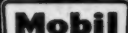
1st E. HINTON**N.S.U.**
84.69 m.p.h.

SIDECAR HANDICAP RACE

1st F. CAMATHIAS**B.M.W.**
83.59 m.p.h.

ALL on Mobilgas and Mobiloil
(Subject to Official Confirmation)

Mobilgas • Mobiloil

THE BEST PAIR  TO GET YOU THERE

HOW IMPORTANT IS THE POWER UNIT ?

Leading manufacturers of British Motor Cycles, Scooters and Three-Wheelers fit Villiers because Villiers have a proud pedigree of more than 2,000,000 engines in service. That is why they are unequalled for performance, dependability and economy. You are right to insist on a Villiers engine. It is another way of asking for the best machine.



THE POWER AND THE HEART OF A FINE MACHINE

Write for list of Motor Cycles/Scooters fitted with Villiers engines to: The Villiers Engineering Co. Ltd., Wolverhampton.



YOU'VE BOUGHT A GOOD
MACHINE IF IT'S POWERED
BY

Villiers



Bill Slocombe forces his 499 c.c. B.S.A. outfit through the second sub-section of Fish Hairpin in characteristically determined style. Wheelspin showers dust from the rear tyre

Beaten by a Yard

Last-minute Excitement in Sidecar D. K. Mansell Trophy Trial

THE premier award in last Sunday's national D. K. Mansell Trophy Trial for sidecars only was lost in the last yard of the final sub-section. The competitor to suffer such cruel luck was Peter Wraith (497 Ariel). When Wraith's front wheel entered the sixth sub-section of Weston Wood he had lost but 11 marks and was tying for the lead with Alfred Tibble (497 Ariel). Wraith, however, had made the better performance in the special test and a clean run was all he needed to win. But the hazard which had proved so easy to most of the runners was Wraith's Waterloo: he stopped less than three feet from the section-ends card and that was that. Tibble was the worthy winner of a most enjoyable trial. Frank Wilkins (497 Ariel), last year's winner, was runner-up. He lost 15 marks.

Owing to fuel rationing, the 1957 trial was held in the Cotswolds and not in the beautiful Clee Hills. The new locality was so successful that the rolling Cotswolds were used again last weekend. Competitors were called on to complete two laps of a 30-mile course the chief ingredients of which were rocks and gradient. Most of the sections were dry and therefore robbed of much of their sting. Even so, the trial was by no means easy. For the most part the weather was sunny but a keen wind tempered the sun's rays.

Among the most difficult hazards were two sections on Fish Hill named Fish Hairpin and Fish Punchbowl. The former consisted of two sub-sections and involved negotiating a downhill left turn into a hollow, followed by a steep climb up a narrow, winding gully running between trees. On the first lap Tibble dabbed and Wraith came to an abrupt halt in the second sub-section where Bill Slocombe (499 B.S.A.) was unlucky to lose one mark. Frank Darriulat (197 Dot) gave a masterly exhibition and throughout the day showed that full-blooded power is not the most important weapon in a sidecar trials driver's armoury. Careful path picking and

delicate throttle control deputized for his comparative lack of b.h.p.

Split into three sub-sections, Fish Punchbowl took a heavy toll of marks. A long climb over leafmould embracing a tricky right turn led to a frame-jarring battery of tree roots. Then came a sharp drop followed immediately by a full-lock left turn into a steep, rock-strewn gully.

On the first lap D. Pike (497 Ariel) stopped in each sub-section, as did C. Taylor (497 Ariel). P. W. Roydhouse (490 Norton) did well to lose only three marks (in the first sub-section). Wilkins and K. Robertson (498 A.J.S.) were faultless but the loudest applause was for Darriulat who foot-slogged his one-nine-seven through the first two subs and made a beautifully judged ascent of the third.

D. K. Mansell Trophy (best performance).—A. J. Tibble (497 Ariel), 11 marks lost. **Harry Daniels Trophy** (best multi-cylinder machine).—A. J. Wakenfield (498 Triumph), 68. **Watsonian Trophy** (best 500 c.c.).—F. Wilkins (497 Ariel), 15. **Neve Cup**.—G. C. Milton (497 Ariel), 75. **First-class Awards**.—P. Wraith (497 Ariel), 16; S. T. Seston (499 B.S.A.), 20; K. Robertson (498 A.J.S.), 27; R. T. Williams (497 Ariel), 32.

National Scramble

A GOOD day's sport was enjoyed by a 10,000-strong crowd at last Sunday's Wessex Scramble, held at Higher Farm, Wick, near Glastonbury, and attended by many well-known riders. The 1.3-mile course has been used on several previous occasions and, thanks to the perfect weather, was in fast and mainly dry condition. After a voluntary spell of six years as an open-centre event, the meeting returned this year to national status and was excellently organized by the Tor Club on behalf of the Wessex Centre.

First event was for the three-fifties and it afforded a win for Andy Lee (B.S.A.) over Phil Nex who was similarly mounted. Third place went to R. G. Bradley (B.S.A.) who

in previous Wessex meetings has won no fewer than six races.

Next came the Lightweight Scramble in which Brian Stonebridge soon took his 197 c.c. Greeves to its customary leading position, with Tommy Barker on a speedy Velocette and Triss Sharp (Francis-Barnett) in hot pursuit. For once, though, the Greeves' almost legendary reliability faltered and the piston tightened towards the end of the race. Barker and Sharp swept past Stonebridge but he managed to coax his engine into renewed life and finished third.

Stonebridge brought out his B.S.A. for the Senior event and was soon involved in a fierce scrap for first place with Don Rickman (B.S.A.), while Andy Lee (B.S.A.) held the field at bay in third place. Stonebridge won by less than a machine's length but the stewards were consulted subsequently because on one occasion he went outside the course-marking flags on the steep descent to the finishing straight. Apparently he had accidentally found neutral on the right-hander before the drop and had temporarily lost control. However, as he had gained no advantage and as Rickman did not make a protest the win was allowed to stand.

After the Senior excitement came the 250 c.c. Scratch Race in which Triss Sharp (Francis-Barnett) managed to avenge his earlier defeat by Tommy Barker (Velocette). Don Rickman (B.S.A.) came into his own in the Senior Scratch Race with a convincing win over Joe Johnson and Roy King, also on B.S.A.s.

The fastest 30 riders lined up for the final event of the day and again it was Don Rickman's race. (Derek, incidentally, was feeling far from well and so did not show his usual sparkling form during the day.) Phil Nex (B.S.A.) was unable to catch him, try as he would, while King held on grimly to third place.

Wessex Lightweight Scramble (6 laps).—1. T. Barker (Velocette), 15m 5.2s; 2. T. Sharp (Francis-Barnett); 3. B. G. Stonebridge (197 Greeves). **Wessex Junior Scramble** (8 laps).—1. A. W. Lee (B.S.A.), 19m 24.6s; 2. P. A. Nex (B.S.A.); 3. R. G. Bradley (B.S.A.). **Wessex Senior Scramble** (9 laps).—1. B. G. Stonebridge (B.S.A.), 20m 36.6s; 2. D. J. Rickman (B.S.A.); 3. A. W. Lee (B.S.A.).

Lightweight Scratch Race (5 laps).—1. T. Sharp (Francis-Barnett), 12m 55.2s; 2. T. Barker (Velocette); 3. M. Jackson (197 Francis-Barnett). **Senior Scratch Race** (5 laps).—1. D. J. Rickman (B.S.A.), 9m 10.8s; 2. J. Johnson (B.S.A.); 3. R. D. King (B.S.A.). **Fastest 30 Race** (5 laps).—1. D. J. Rickman (B.S.A.), 9m 15.9s; 2. P. A. Nex (B.S.A.); 3. R. D. King (B.S.A.).

King-Buchan Fight

THE Scottish airfield-racing season got off to a fine start with the Dundee and Angus Club's meeting at Errol on Sunday. It was a dry, windy day and the only disappointment was the non-appearance of Bob McIntyre. But the crowds got more than their money's worth when Alastair King and Jimmy Buchan, both on Nortons, raced wheel to wheel in the 20-mile final of the open unlimited c.c. event.

King led off the starting line but right through the race Buchan was overlapping him. With the crowd on tip-toe Buchan took the lead on the last lap but King nipped ahead on the last bend and won a terrific sprint to the finishing line by a machine's length. Both riders, who had left the field far behind, shared in race and lap records at 73 m.p.h. and 73.5 m.p.h. respectively.

Exporters-barred Classes: 350 c.c. (12 miles).—1. W. Hocking (Norton), 10m 46s. 66.9 m.p.h.; 2. A. Smith (B.S.A.); 3. D. Duncan (B.S.A.). **Unlimited c.c.** (12 miles).—1. T. McLeod (Norton), 10m 33s. 68.5 m.p.h.; 2. W. Hocking (Norton); 3. G. Fienderlieth (Norton).

Open Classes: 250 c.c. (8 miles).—1. A. Peatman (B.S.A.), 8m 42s. 55 m.p.h.; 2. W. A. Peatman (Triumph); 3. F. Edegar (MV Augusta). **250 c.c.** (12 miles).—1. E. S. Chapman (Velocette), 17m 24s. 69 m.p.h.; 2. T. Rutherford (N.S.U.); 3. J. Wallace (Anzani). **350 c.c.** (20 miles).—1. A. King (Norton), 17m 24s. 69 m.p.h.; 2. G. Bell (Norton); 3. W. Hocking (Norton). **Unlimited c.c.** (20 miles).—1. A. King (Norton), 16m 37s. 73 m.p.h.; 2. J. Buchan (Norton); 3. T. McLeod (Norton).

Scaillet Wins

Moto-Cross Grand Prix of
Austria Falls to Belgian

AFTER beginning in spirited, zestful, ding-dong fashion, the Grand Prix Moto-Cross of Austria, first of the 10 meetings counting towards the world's championship, degenerated last Sunday to tameness. Yet it may well have pointed a finger to the man who, on Sunday's form, must be considered a powerful challenger for the 1958 title. He is Hubert Scaillet (F.N.), of Belgium, who won from the reigning champion, Bill Nilsson (Crescent), of Sweden, by 16s. But Scaillet did more. In a race lasting 30 laps (28 miles) he lapped all but the first three men home. Third was Peter Taft (B.S.A.), of Britain, who finished 1m 23.6s behind Nilsson.

The meeting was held over an excellent, sporting course at Sittendorf, near Vienna. It was wide and fast and featured a hill steeper than that at Hawkstone Park. The weather throughout was bright and sunny and the surface for the most part was dry. The attendance was estimated at 25,000.

Grid positions were decided by practice times and the field of 24 was lined up in two long rows behind a speedway-style gate. The start was fantastic and the entire field was off the instant the gate was raised. Peter Taft led for the first lap and, by playing ducks and drakes with the devil's tail, he held his lead—alim though it was—for two more circuits. Broer Dirks (B.S.A.), of Holland, was second and Jeff Smith (B.S.A.), of Britain, third. But unfortunately Smith went out with transmission trouble. And a lap later Taft had to give way to pressure from Dirks who pushed ahead with Nilsson on his heels.

The real sensation came on the eighth lap. Scaillet until then had lain eighth and was doing nothing spectacular. But suddenly, on that momentous lap, he forced his F.N. through to the front and proceeded to leave Dirks and Nilsson! Dirks was doing all he knew, and some things he ought not to do, and on the 10th lap he was signalled off by marshals for cutting inside the course-marking flags.

Try as he might Nilsson could do nothing to reduce Scaillet's advantage. This was the Belgian's day and he was making the most of it. His F.N. was a new model though, so far as could be judged, it had been cast in the same mould as its forerunner. Lap by lap the distance between it and Nilsson's Crescent (which, to all intents and purposes, is the bored-out 7R A.J.S. he used last year) became greater and greater. At half distance another Briton, John Draper (B.S.A.), went out with plug trouble when lying sixth.

The final stages are best forgotten. The field strung out in ever-widening gaps—and Scaillet emerged as probably the most convincing winner ever in a moto-cross grand prix. There were only eight finishers.

Winner of the 250 c.c. Race counting for the Silver Cup of the F.I.M., was German Rolf Müller, on a Maico. Thirteen of the 24 starters retired.

Final Placings.—1. H. Scaillet (F.N.), Belgium, time 56m 37.8s; 2. B. Nilsson (Crescent), Sweden, 56m 55.3s; 3. P. N. Taft (B.S.A.), Britain, 58m 17.4s; 4. P. Godey (B.S.A.), France, 59m 4s; 5. B. W. Martin (B.S.A.), Britain, 59m 9s; 55s o.s. Retired.—1. R. Müller (Maico), Germany, 1h 0m 23.2s; 2. J. Cizek (Jawa), Czechoslovakia, 1h 0m 24s; 3. P. Ron (Jawa), Czechoslovakia, 1h 1m 11s.

"Scottish" Terrain

BIG machines last Sunday took major honours in the Highland Club's April Trial which started from Kinlochleven and included numerous Scottish Six Days' Trial hills in the route. There was a total entry of 47, the best ever for the event. That total included 28 four-strokes and 19 two-strokes and, of the five retirements, three were machines in the smaller capacity classes. The long, gruelling climb of Grey Mare's Ridge, Loch Eild Path and Altnafeadh took their toll. Moreover, the 45-mile route embraced 39 miles of hill tracks and peat bogs. There were 60 observed sub-sections.

Time was easy and the field stretched out, causing unnecessary delay, particularly for the early numbers who arrived for their second climb of Altnafeadh. D. G. Hogg (497 Ariel) rode magnificently to lose only 18 marks and so make best performance. A measure of his skill may be judged from the fact that the reigning Scottish trials champion, A. M. L. McLean (497 Ariel), lost 34. Hogg and J. W. Duncan, also on an Ariel, recorded best performances on the eight sub-sections of Grey Mare's Ridge. As was expected, Loch Eild Path, took a heavy toll

and only four riders lost fewer than 10 marks. Grey Mare's Ridge and Loch Eild Path are similar in character. Starting from the main road near Kinlochleven they are narrow and sinuous and climb steeply to emerge near the top of Mamore.

Best Performance.—D. G. Hogg (497 Ariel), 18 marks lost. **Runner-up.**—J. N. Clarkson (498 Matchless), 23. **Best Team.**—Edinburgh and District: J. D. Williamson (497 Ariel), A. M. L. McLean (497 Ariel) and Clarkson, 115. **Best 200 c.c.**—J. Adamson (Greaves), 39. **Best 350 c.c.**—F. Kilbuck (B.S.A.), 42. **Best 500 c.c.**—J. W. Duncan (Ariel), 27.

First-class Awards.—R. S. Thomson (498 Triumph), 29; A. M. L. McLean, 34; A. Pender (348 B.S.A.), 50; T. Pryde (348 B.S.A.), 51; A. M. McDonald (497 Ariel) and A. D. Smith (350 B.S.A.), 53.

No-goal Moto-ball

SO closely matched were the Border and North Hants teams that no goals were scored by either side in the game arranged for the TV cameras on Sunday at Rye House Stadium, Hoddesdon. It was a brilliant day. Spectators topped the thousand mark and were thrilled by the fast play and teamwork of both sides. The pitch condition gave good wheel grip.

While characteristic wing dashes in plenty were made by Den Brown of the Border and Ken Crumplin of North Hants, none resulted in a really clean breakaway. In the first two 25-minute periods neither side showed any specific superiority in spite of the fact that it was the first game of the year for the Border boys while North Hants had already done battle with Worcester.

North Hants nevertheless were pressing home repeated attacks at the Border goal and they almost scored as the result of a very well placed shot by R. Vickery, a new member of the team.

Tanderagee "100"

MEASURING 5½ miles to the lap and situated 30 miles from Belfast, a new and tricky circuit was used on Saturday for Ireland's first road race of the year, the Tanderagee "100" organized by the North Armagh Club. In traditional Irish style the race was a handicap with subsidiary class awards.

Riding a 498 c.c. Matchless, Ulsterman Noel Orr won off the five-minute mark at a speed of 70.17 m.p.h.—which also brought him second place in the 500 c.c. scratch contest.

Highlight of the day's racing was some close scrapping among the five-hundreders. During the first few laps Austin Carson took his 499 c.c. Norton rapidly through the earlier starters to establish a seemingly safe lead. He was circling at about 72 m.p.h. while Orr and R. Ferguson (499 Norton) were dicing tooth and nail for second position.

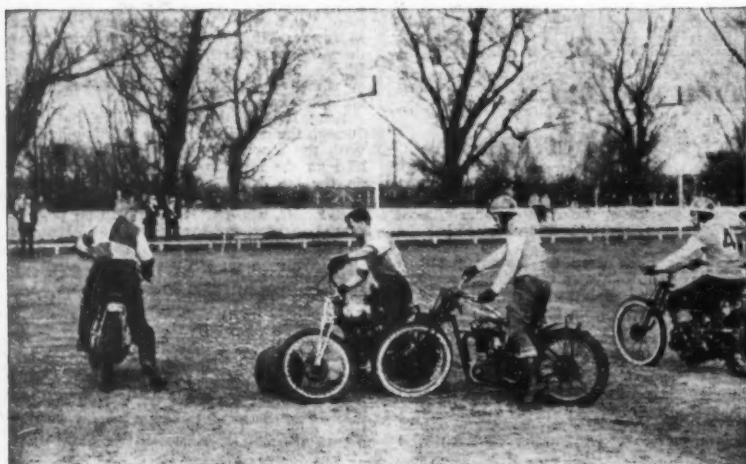
At about half distance Ferguson got the better of Orr and gradually crept up on Carson. By the end of the 12th lap there was only a second separating the two riders. Then poor Carson's engine began to misfire while Ferguson piled on even more speed. During the 14th lap he took the lead on the roads but was unable to make up the 4m 30s he conceded to Orr on handicap.

Handicap (18 laps—99 miles).—1. N. Orr (498 Matchless), 70.17 m.p.h.; 2. G. Purvis (499 B.S.A.), 70.04 m.p.h.; 3. L. Ireland (348 Norton), 64.33 m.p.h.; 4. R. McBrinn (348 Norton), 66.93 m.p.h.; 5. R. Ferguson (499 Norton), 71.55 m.p.h.; 6. R. B. Rensen (348 Norton), 70.03 m.p.h.

Scratch Awards: 500 c.c.—1. Ferguson; 2. Orr; 3. Purvis. **Fastest Lap.**—Ferguson, 75 m.p.h. 350 c.c.—1. Rensen; 2. McBrinn; 3. A. J. Brown (348 B.S.A.). **Fastest Lap.**—Rensen, 72.52 m.p.h. 250 c.c.—Completed 17 Laps.—S. Hodgins (Vespa), 65.8 m.p.h. Completed 14 Laps.—S. Phillips (249 Norton). **Fastest Lap.**—Hodgins, 67.8 m.p.h.

200 c.c. Race (5 laps).—1. B. Cartwright (123 B.S.A.), 56.13 m.p.h.; 2. W. Johnston (123 B.S.A.); 3. W. Johnston (157 H.J.H.). **Fastest Lap.**—D. G. Andrews (Triumph), 59.3 m.p.h.

Scrimmage for the ball in the exciting North Hants versus Border match played at Rye House Stadium last weekend. As reported on this page, there was no scoring by either side



Esso BULLETIN

B.M.C.R.C. "Motor Cycling" Silverstone Saturday 19/4/58

B.M.C.R.C. 350 c.c. CHAMPIONSHIP RACE

1st Geoff Duke
NORTON 89.63 m.p.h.

350 c.c. SILVERSTONE CHAMPIONSHIP RACE

1st John Hamilton
NORTON 86.38 m.p.h. *

B.M.C.R.C. SIDECAR CHAMPIONSHIP

1st 'Pip' Harris
NORTON 84.45 m.p.h.
Passenger Ray Campbell

CLUB HANDICAP RACE
176 c.c. - 500 c.c. RACE

1st R. Craig
348 c.c. VELOCETTE 80.10 m.p.h. *

500 c.c. SILVERSTONE CHAMPIONSHIP RACE

1st Bruce Daniels
NORTON 89.81 m.p.h. *

176 c.c. - 1,000 c.c. RACE

1st Gordon Bell
499 c.c. NORTON 85.30 m.p.h. *

(Subject to official confirmation)

"Yes, and won
on exactly the same petrol I'm
putting in your
tank now!"

GOLDEN ESSO EXTRA

**Finest petrol
in
the world**

* ALSO USING ESSO MOTOR OIL



Experience counts



Why is the CORKER the choice of a growing majority of knowledgeable motorcyclists? Because years of specialised experience lie behind its design and construction. And because experience has proved that it is the safest, surest form of head protection ever devised.

The shell of the CORKER is made of continuous filament heavy gauge nylon, bonded by high tenacity resin to fibre-glass mat. Add the unequalled shock-absorbing properties of cork and you have a helmet of incredible toughness—highly resilient under impact and completely unshatterable.

Every Corker carries the new British Standards Institution Mark.



63/6

from all main dealers

The CORKER

Ask your retailer to show you the new Corker motorcycle suit. Made from welded heavy-duty fleecy-backed P.V.C. £6.12.6 complete



for safety's sake—wear a CORKER

Solos Free

Special No-meter Parking Under Mayfair Scheme

UNDER the first parking meter order announced at the beginning of the month, the Westminster City Council will install meters in the Mayfair area of London. The scheme will start in July and will be regarded as an experiment. Bays, each 20ft long, will provide space for about 650 vehicles as compared with over 1,300 vehicles estimated to be parked in the area each day. Meter charges will be 6d for one hour and 1s for two. If a vehicle is left longer than the period paid for, the driver will be liable for an excess charge of 10s for a further period up to two hours. A stay of more than four hours will be illegal and may result in prosecution.

In the parking survey published by the Ministry of Transport in December 1956 it was recommended that two-wheelers should be permitted free parking in spaces allocated for the purpose. As the order for Mayfair does not show any free parking bays *The Motor Cycle* raised the matter with the Ministry. The reply states that in fact eight special areas for two-wheelers will be provided under the Mayfair scheme and will be authorized by ancillary regulations also to come into force in July. Soloists will, therefore, be able to park free but drivers of sidecar outfits and three-wheelers will have to use the meter bays.

Edinburgh Return

MEMBERS of the Ariel Owners' Club on five sidecar outfits and two solos set off from Hyde Park Corner, London, at 9 a.m. last Saturday with the intention of motoring to Edinburgh and back non-stop except for refuelling and meals. Their route was on the Great North Road—Stevenage, Grantham, Doncaster, as far as Scotch Corner—in both directions and they planned to arrive back after covering nearly 800 miles at 12.28 p.m. on Sunday.

First to check in were J. F. Santon (Square Four cc) and D. Sargeant (Huntmaster solo) at 2.15 p.m. Others reached Hyde Park Corner later on.

Licences and Helmets

THE intentions behind last week's Budget proposals on vehicle licensing are as follows. Licences will no longer automatically expire on December 31. Where the rate of duty for 12 months is £3 or less, only a year's licence may be obtained. It will date from the first day of the month in which it is taken out and will be valid for 12 months. For example, a licence dating from June 1 in any year would extend to May 31 of the following year.

Where the rate of duty for a year exceeds £3 the applicant will have the option of obtaining a licence for four months, eight months or 12 months, which will date from the first day of the month of application as already described.

Regardless of the rate of duty, any licence may be surrendered at any time and a rebate obtained amounting to one-twelfth of a year's duty for each complete unexpired month. It is not proposed to alter the existing annual rates of duty.

It should be emphasized that the foregoing measures are at present only proposals (which

may be varied) and that there can be no change in the existing position until new licensing regulations are introduced.

Purchase tax changes announced in the Budget included a reduction from 10 to five per cent in the levy on safety helmets; this represents a drop of around 1s to 1s 6d depending on the wholesale price. For example, Compton retail price reductions are as follows: Corker, £3 3s 6s (formerly, £3 5s); Manx, £2 14s (£2 15s); Flash, £2 4s (£2 5s);

For years the Government has been asked to remove the tax altogether and the stock excuse has been the problem of making exceptions—this when miners' and quarrymen's helmets were exempt. The Chancellor's reaction has been strangely perverse. He has simplified p.t. coding and made the new five per cent tax applicable to all protective headgear—including those used by miners and quarrymen!

Map Book

DO you want to see the Lincolnshire tulip fields at their best? If so, you should make your trip before mid-May and one of the articles in next week's map supplement suggests where to go. Or perhaps you are more interested in the T.T. Races? Then the supplement will help you, too—the map indicates a touring route in the Isle of Man and shows also the famous Mountain T.T. course. Other areas covered include Kent, North Wales, the Chilterns and Northern Ireland.

With this third section you will have 48 pages of the 64-page booklet—so, on May 8, the Touring Guide will be complete. Should you have missed the first supplement with the cover (issued on April 17) a few copies are still in stock and can be supplied, price 9d including postage, by the Publisher, *The Motor Cycle*, Dorset House, Stamford Street, London, S.E.1.

Selborne Trial

OPEN to riders of the South-Eastern and Southern centres, last Sunday's regional-restricted Selborne Solo Trial at Charity Farm, Noar Hill, followed the usual pattern of two laps and an entry limited to 150. Dry weather had taken the sting out of the majority of the sections.

Best performance—P. G. Harden (197 Francis-Barnett), 13 marks lost, 280 s.e.—K. G. Edwards (197 Norman), 15, 350 s.e.—R. W. Peacock (B.S.A.), 17, 300 s.e.—R. W. Gollner (Ariel), 22. Newice Award—R. J. Forrester (346 Royal Enfield), 59. Team Prize—Sunbeam, J. M. Simpson (197 Greeves), H. H. Rayner (197 Greeves), M. J. Waller (347 Matchless), 87.

First-class Awards—R. Langstone (347 Ariel), 17; H. H. Rayner (197 Greeves), 23; G. L. Coppuck (197 Francis-Barnett), 14; A. M. Smith (498 Triumph), P. C. Wilson (499 B.S.A.) and D. Cranfield (197 James), 25; S. J. Milton (347 A.J.S.), 28; R. P. Potts (197 Norman), 34; R. W. Pullinger (498 Triumph) and R. G. Clark (201 James), 39.

REGULATIONS are available for the following events: the Southend Club's national Whitson Moto-Cross (May 26). Entries close May 12. Secretary is A. R. Byford, Avalon, Western Road, Rayleigh, Essex.

Snetterton Combine's national road-racing meeting (June 15). Entries close May 25. Secretary is R. J. Havers, 138, Hall Road, Norwich.

The Mid-Wales Centre Welsh Three-day and One-day trials (June 18 to 20 and 21). Entries

close June 4. Secretary is Miss E. M. Oliver, Pritchard's Garage, Llandrindod Wells.

The British Two-Stroke Club's touring trial (June 15). Entries close June 7. Secretary is J. Beal, 36, Bessborough Road, Harrow, Middlesex.

Killinchy Club's Killinchy "150" (June 21). Entries close June 7. Secretary is K. Martin, 26, Armooy Gardens, Rathcoole, Newtonabbey, Co. Antrim.

The Southern (Isle of Man) Club's Southern "100" (July 10). Entries close June 10. Secretary is J. T. Watterson, 62, Victoria Road, Castletown, Isle of Man.

IN the B.P. advertisement on April 10 covering the Hants Grand National it was stated that D. Bickers who won the Lightweight Race was riding a Dot. In fact he was mounted on a Greeves.

SUGGESTIONS that motor cyclists and motorists should be admitted to youth hostels during the slack season were heavily defeated at the annual meeting in London last week of the national council of the Youth Hostels Association of England and Wales.

CHOOSING a machine will be discussed by John Surtees and Neale Shilton, Triumph sales manager, in the B.B.C. Midland television programme "Driving Mirror" starting at 6.20 p.m. next Tuesday. The programme will be on Channel 4 (Sutton Coldfield) only.

TRAINING SCHEME.—The next R.A.C.-A.C.U. training course for learners organized by the Royton A.T.C. Club starts on Saturday at the Hillside Avenue ground, Royton, at 2 p.m. Full particulars are obtainable from R. Kenworthy, 31, Ferneyfield Road, Chadderton, Oldham.

NEWLY appointed chairman of Coventry City Football Club is one-time T.T. rider, Walter Brandish. On the Mountain course between Craig-y-Baa and Hillberry, Brandish Corner is so named from his crash there while practising on a Triumph for the 1923 Senior T.T.

RESEMBLING very closely the appearance of the 170 c.c. Lambretta TV175, an L1 model fitted with a 150 c.c. engine has been introduced on the Italian market. The new L1 is in addition to current 150 c.c. models in the LD range. For the present the L1 will be marketed only in Italy and is not expected to be available in Britain for some considerable time.

LARGELY for their work in connection with disc brakes for cars, Dunlops have been presented with the Dewar Trophy for 1957 by the Royal Automobile Club. The presentation was made last week by the R.A.C. chairman, Wilfred Andrews, to G. E. Beharrell, chairman of Dunlops. The last occasion on which the trophy was awarded was in 1952.

GILBERT SMITH, until January managing director of Nortons, has resigned from the boards of Nortons and the associated company, R. T. Shelley, Ltd. He thus severs all official connections with the industry and becomes ineligible to retain membership of the council of the Manufacturers' Association on which he has served since its inception, latterly as a past president. As to the future, Mr. Smith says he has nothing definite in mind at the moment.

PLANS are being made to form a Scott owners' club and a meeting of those interested is to be held at the Clarence Hotel, Whitehall, London, S.W.1, on Saturday, May 3 at 7 p.m. A national club with headquarters in the London area is envisaged. Activities will be of a social nature, a club magazine is in mind and it is intended to prepare a register of early Scott machines. All Scott fans are invited to the meeting and those unable to attend are asked to write to N. K. Johnson, 260, Stafford Road, Wallington, Surrey.

READERS' CORNER.—Instruction Books Wanted.—D. G. (London, E.17): for a Douglas Dragonfly. W. M. (Rainham): for an ex-W.D. 347 c.c. Matchless. Experiences Wanted.—R. E. D. (Co. Durham): fitting a hydraulically braked wheel to a Watsonian chassis. P. D. H. (West Harrow): repositioning sidecar-outfit controls for a rider who has lost the use of his right arm. Appreciation.—P. Le C. (Basildon) thanks the motor cyclist (988 FMO) who assisted him when his machine broke down. Companion Wanted.—D. C. B. (Amersham): for Alpine tour, second half of June.

CLUB NEWS

ALFERTON AND WEMBLEY.—April 25: Open night (Swan, Sudbury, 8). 27: Support sporting event (Ace Café, 9.30). **A.M.C. Owners** (Medway).—April 30: Beetle drive (Old George, Rochester, 8). (North London).—April 27: Support South Essex touring trial. 29: Darts (Cook's Ferry Inn, Edmonton, 8). (South Eastern).—April 29: Colour photography talk (White Hart, Barnes, 8). (South Essex).—April 27: Touring trial. (West Herts).—April 24: Quiz (Old Grey Mare, Berkhamsted, 8). **Ariel Owners.**—April 24: Club night (Hop Pole). 27: Newlands Corner (H.Q., 2). **Ashdon under Lys.**—April 27: Wirral and Delamere (car park, 10.30).

British Two-Stroke.—April 27: Support North v. South Scramble (Hanger Lane Station, 11). **Broughton and Bretton.**—April 24: Beetle drive (Phoenix, Sandycroft, 8). **Buxton.**—April 24: Club night (White Lion, 7.45).

Central Leeds.—April 27: Treasure hunt. 30: Meeting. **Chilterns 50.**—April 30: Club night (Holly Bush, Church End, Redbourne, Herts, 8); all 50 c.c. racing enthusiasts welcome. **Cydebank.**—April 27: Sports day. **Green.**—April 27: Grass-track racing. **Croydon.**—April 27: Cambridge (Airport, 8). **Crystal Palace.**—April 25: Film show.

Devonport.—April 25: Castrol films (H.Q., 8). 27: Touring trial. **Ditona.**—April 24: Natter night (H.Q., 8). 29: Support scramble (Hampton Court, 10.30). **East Acton.**—April 30: Petty sessions (Duke of York, 8). **Eltham.**—April 24: Darts (King William Walk, Greenwich, 8.30). 27: Brighton or support Norwood Cup Trial (Perry Street, 9.30). 30: Magazine night (8.30).

Falcon (Croydon).—April 25: Working party at Uckfield (Pond, 10). 26: Pitdown Scramble (marshals meet Pond, 8). **Glasgow Speedway.**—April 27: Loch Sloy (Paisley's Corner, 10.30). **Grasshopper (Ramsford).**—April 30: Castrol films (White Hart, Collier's Row, Ramsford, 8). **Grove Park.**—April 27: Support North v. South Scramble (Green Man, 10).

Hitchin.—April 28: Bring-and-buy sale (Red Hart, 8). **Ilford.**—April 29: Presentation and film show (Dr. Johnson, Barkingside, 8). **King's Norton.**—April 27: President's Treasure Hunt. 28: Committee meeting.

L.E. Ve's (Essex).—April 27: Run (Cambridge roundabout, 10). (London).—April 25: Club night (Orange Tree, 8). **Lea Bridge.**—April 27: Support trial or scramble (Wakes Arms, 9). **Leatherhead.**—April 27: Support Norwood Cup Trial (Plough, 9.30). **Leeds Sidecar.**—April 27: Pately Bridge (Lawnswood, 10.30).

Liverpool.—April 27: Support South Liverpool Rally (Tunnel, Birkenhead, 9.30). **Liverpool Imperial.**—April 29: Hot Pot Rally briefing (H.Q., 8.30). **Llangollen.**—Regulations for the May 4 open-to-Cheshire Centre Greenacre Cup Trial from R. M. Davies, Liver Bungalow, Rhewl; entries close May 1. **London Douglas.**—April 25: T.T. on tape (H.Q., 8). 27: Support Vintage rally (Glanfield, 10.30). **London Scouters.**—April 27: Finchfield (Blue Cockatoo, 9.15).

Manchester Acc.—April 28: T.T. film (All Saints' Church Hall, Fallowfield, 7); all motor cyclists welcome. **Manchester Eagle.**—April 27: Wrekin (Princess Parkway, 10.30). **Manchester Lambretta.**—April 28: Machine-preparation talk. **Manchester Vagabond.**—April 27: Dent Daic (Gateway Hotel, East Didsbury, 10). **Maner.**—April 28: Club night (H.Q., 8). **Mitcham.**—April 27: Cambridge (Liberty Café, 9.30). **Mont' Christie.**—April 27: Southend (Woodbine, 10). **Morgan Three-wheeler** (South East).—April 27: Closed spring (Shennington Airfield, near Edgely, Banbury (practice, 9.45).

North Cornwall.—Regulations for the May 18 open-to-Cornwall Centre Double Scotch Trial from J. W. Wilkinson, Langton House, Newport, Launceston. **North-East London.**—April

24: Quarterly general meeting (H.Q., 8.30). 29: Support scramble (Glanfield Lawrence, 9.30). **Norwich Sidecar.**—April 30: Ringland (Shirehall, 8). **Norwood.**—April 27: Norwood Cup Trial (marshals meet start, 10). **N.S.U. Prima.**—April 30: A.G.M. (Bath House, Dean Street, London, W.1, 7.30). **Nottingham Tornado.**—April 25: Dance (Colwick Hall, 8). 26: President's Night Trial (Forest Football Ground, 8). 27: Results (Balloon House, 11.30). 30: Film show (H.Q., 8).

Pendennis.—April 27: Closed rally (Globe Hotel, 2). **Peterborough.**—April 27: Wickstead Park (Embassy, 2). **Panther Owners (Home Counties).**—April 27: Rammore Common (Lincoln Café, Kingston By-pass, 9.30). Regulations for the June 22 open-to-all (including scooters) concours d'élegance from L. High, 278, Old Kent Road, London, S.E.1. **Pennine Range.**—April 27: Barnard Castle. **Plymouth Touring.**—April 24: Spring auction (H.Q., 7.30). 27: Touring trial.

Ravensbury.—April 27: Support North v. South Scramble. **Reading All-scooter.**—April 29: Club night (H.Q., 8). **Royal Enfield Owners (London).**—April 25: Extraordinary general meeting (H.Q., 7.30). 26: Support Sunbeam Point-to-Point (St. Paul's, 9 and Kingston By-pass, 10). **Rudge Enthusiasts.**—April 26: Castle Combe (Kay's Filling Station, Chiswick roundabout, 9).

St. Albans.—April 27: Support scramble (Town Hall, 10). **Somerset.**—April 27: Coast run (Red Lion, 11). 29: Treasure hunt (Red Lion, 7.30). **Southampton Vikings.**—April 27: Novice trial (Hardley, near Hythe, 1). **South Liverpool.**—April 27: Rally (Loggerheads, 10). **Southern Sporting.**—April 27: Support Norwood Cup Trial

IMPORTANT EVENTS

Saturday, April 26.—Wessex: national road races, Castle Combe, off the main Bristol-Chippinham road, 1 p.m. **Dublin:** Dunlop Scramble. The Curragh of Kildare (Donnelly's Hollow), 3.30 p.m. **Kirkcaldy:** Scottish Speed Championships. **Southampton Vikings.**—April 27: Novice trial (Hardley, near Hythe, 1). **South Liverpool.**—April 27: Rally (Loggerheads, 10). **Southern Sporting.**—April 27: Support Norwood Cup Trial

Sunday, April 27.—Bucks: North v. South Scramble, Muswell Hill Farm, Brill, 2 p.m. **Renfrewshire:** Glasgow Sporting Club's scramble, Caldcoats Farm, Newton Mearns, 2.30 p.m. **Berwickshire:** Border Racing Club's road races, Charterhall Airfield, on B6460 three miles east of Greenlaw, 2.30 p.m. **Wood Green:** 355 Scooter Club's rally, 10 a.m. **Colchester:** Castle Club's scramble, Friday Woods, Berechurch, 2 p.m. **Gloucestershire:** Roadmanship Trial, Sybil Oliver's Garage, Pengam, 12.30 p.m. **Ledbury:** April Scramble, Ridgeway Cross, Cradley, 2.30 p.m. **South Newbury:** Scramble, Froude's Farm, Cox's Lane, Midgham, on A4, 1 p.m. **Mickleton:** Warwickshire Grand National, The Coombs, Hidcote, 2.30 p.m. **Wrexham:** Scramble, Eytton, Gefylia, off Johnstown-Bangor road, 1.30 p.m. **Blackburn:** Spring Fever Touring Trial,



Run (David's, 10). (Wolverhampton).—April 28: Supper (H.Q., 7.30). **Triumph Owners of North West Kent.**—April 29: Road-trial talk (H.Q., 8). **Vagabonds.**—April 26: Dance (Roundway, 7.30). 27: Stratford on Avon (Highway Café, 8). 28: Slide show (Bull's Head, 8). **Vespa Owners (Aldershot).**—April 25: Club night (The Cannon, Victoria Road, 7.30); all riders welcome. Secretary: A. Trueman, 14, Bourne Grove, Farnham, Surrey. (Manchester).—April 25: Club night (Spread Eagle, Stamford Road, Ashton under Lyne, 7.30). **Vincent-H.R.D. Owners (Cambridge).**—April 24: Club night (Trinity Post, on A604 north of Cambridge). (Derby).—April 24: Club night (H.Q., 8). (Essex).—April 25: Club night (H.Q., 7.30). (Kent and Sussex).—April 25: Club night (59, High Street, Rolvenden). 27: Road trial (Camden Hotel, Pembury, Kent.

Coastways Café, Market Weighton, 2 p.m. **Liphook:** Norwood Cup Trial, Deer's Hut, Griggs Green, 11 a.m. **Runcorn:** Beeston Grand National, Beeston Hall Farm, 1 p.m. **Ipswich:** Moto-ball between Triangle and North Hants, Nacton Airport, 3. **Westmorland:** Grass-track racing, Helmsington, on A6 two miles south of Kendal, 2.30 p.m.

Sunday, May 4.—Belgium: Circuit de Mettet. **Denmark:** Moto-cross Grand Prix. **Frimley:** Services Trial, Frith Hill, Blackdown Camp, 10.30. **South Harrow:** Coronation Cup Main-road Trial, Hillingdon roundabout, on A40, 10 a.m. **Sittingbourne:** Veteran rally, Bull Hotel, 11 a.m. **Dunsmuir:** Scramble, Easton Lodge, Little Elmston, 1.30 p.m. **Norfolk:** Norwich Viking Club's scramble, Caddes Hill, Lyng, 2 p.m. **Froome:** Bob Foster Trophy Scramble, Lulworth Castle Park, near East Lulworth, 2.30 p.m. **Bovingdon Camp:** Trial, North End, 1 p.m. **Northampton:** Wood Burcot Scramble, Wood Burcot, between Silverstone and Towcester, 2 p.m. **Scarborough:** Mere Scramble, Musham Bank, near Mere Hairpin, Oliver's Mount, 2.30 p.m. **West Bromwich:** Grass-track racing, Hall Farm, Knowle, near Solihull, 2.30 p.m. **Whitechurch:** Scramble, Black Park, 1 p.m. **Saltbox Hill:** Double Five Kent Club's scramble, near Biggin Hill Aerodrome, 1 p.m.

Monday, May 5.—Scottish Six Days' Trial.

(Claremont Café, Staines, 9.30). 30: Cheddar Trial briefing (George IV, Hounslow, 8). **Stamford Bridge.**—April 27: Working party at Bramley (Green Man, 10). **Surrey Hills.**—April 25: Club night (Gander, 8). **Surrey Sidecar.**—April 27: Kent tour (Bell Street car park, Reigate, 9.30). **Sutton Falcons.**—April 27: Trial (Birch-over Quarry, 11). 29: Natter night (H.Q., 7.30). **Tenterden.**—April 27: Support Norwood Cup Trial. **Trade Winds.**—April 27: Support B.M.W. road trial. **Triumph Owners.**—Membership inquiries should in future be addressed to the assistant secretary H. G. Page, 54, Bickerton Road, London, N.19. (Bedford).—April 24: Holiday debate (H.Q., 8). (Epping Forest).—April 29: Road trial discussion. (Leeds).—April 25: Club night (Wharf Hotel, Bradford). (North London).—April 25: Natter night (H.Q., 7.30). 27: Support Epping Forest Branch road trial. (North Wales and Merseyside).—April 25: Exide talk. (North West London).—April 27: Support Epping Forest road trial. 29: Quiz (H.Q., 7.30). (Stockport).—April 24: Bedford-run film. 27:

10.30. (North London).—April 29: Club night (H.Q., 8). (Oxford).—April 25: Club night (Bear and Ragged Staff, Cumnor). (Southampton).—April 24: Club night (T.A. H.Q., Bromley Road, Catford). (Wales).—April 30: Club night (Wheat-sheaf, Llantrisant). (West London).—April 28: Club night (H.Q., 8). (All sections).—April 26: A.G.M. (Co-operative Hall, Beilgrave Gate, Leicester, 2.30); dinner and dance (Assembly Rooms, Uppingham Road, Leicester, 7). **Wandsworth.**—April 25: Visit Barnes police garage (7.15). **Watling Association.**—April 27: Support Scramble or trial (Queen of Hearts, 9). **Westmorland.**—April 27: Grass-track racing (Helmsington, two miles south of Kendal on A6). **West Herts.**—April 27: Support B.M.W. road trial. **West London.**—April 27: Rustingham (Fox and Nichol, 9.30). **Windsford.**—Winner of the Spring Trial was J. H. Roberts (497 Arlet). **Wood Green.**—April 27: Support North v. South Scramble (Alexandra Palace, 9.30). **Yeo Vale.**—April 26: Time trial (Podymore, 27: Social run (H.Q., 2). **THE CLUBMAN**

24 APRIL 1958

THE MOTOR CYCLE

20

Remember! **GODFREYS'** still operate their

'SAFEGUARD' POLICY . . .

which for a few coppers a week pays your instalments if you are incapacitated by illness or accident or become unemployed.

Rapid on-the-road **ALL-IN EASY TERMS**. 24 months to pay
PART EXCHANGES at prices which will appeal to you

**THE FINEST
FREE
AFTER-SERVICE
in the Business and**

. . . A STRAIGHTFORWARD DEAL ALL-WAYS

IMMEDIATE DELIVERY FROM STOCK of most 1958 models

from LONDON'S LEADING DEALERS 7 DEPOTS IN THE LONDON AREA.

ALL DEPOTS HAVE WORKS ATTACHED — ALL DEPOTS OPEN ALL DAY ON SATURDAY

SPARES

Godfreys Express Spares Service covers all the leading makes. Order from Croydon, Gt. Portland St., Forest Gate or East Ham by letter, wire or 'phone. B.S.A. Spares. Over-the-counter service at all depots.

(See Classified Advertisements)

RUDGE

Godfreys are the sole suppliers of Rudge spares. (Orders to Gt. Portland St. please.)

ACCESSORIES

All the latest and best.

REPAIRS

Contact your most convenient depot.

GODFREYS LTD

<p>Head Depot:</p> <p>226-234 LONDON RD., CROYDON. CRO. 3641/3 Hours 9-6 Weds. 1 p.m.</p> <p>437 BRIGHTON ROAD, & CROYDON (Nr. Red Deer) Hours 9-6 Thurs. 1 p.m. UPL 8275/7</p>	<p>208-210 GT. PORTLAND ST., LONDON, W. 1. EUS. 4632/4 Hours 9-6 inc. Sats.</p> <p>Works:</p> <p>1A HIGHGATE ROAD, KENTISH TOWN, N.W.5 GUL 7761/2 Near Kentish Town Tube Station Hours 8-5.30 Sat. 1 p.m.</p>	<p>94, 96 & 104 HIGH ROAD, TOTTENHAM, N.15 STAmford Hill 5656/7 Hours 9-6.30 Thurs. 1 p.m.</p>	<p>418 ROMFORD ROAD, FOREST GATE, E.7 GRAngeWood 1234/5 Hours 9-6 Thurs. 1 p.m.</p> <p>Also at Bushwood Corner, (Green Man), Leytonstone.</p>	<p>220 BARKING ROAD, EAST HAM, E.6 GRAngeWood 8088 Hours 9-6 Thurs. 1 p.m.</p>
---	---	--	--	--

AT GODFREYS YOU BUY THE BEST — BETTER

PISTONS

Comprehensive range of Wellworthy and Hepolite pistons for all machines. All standard and oversize rings and pistons from 12/6.



CYLINDER BARRELS

with pistons. B.S.A. Service Exchange Oil "B" Group £2/10/6. "A" Group £4/12/6.



BIG END ASSEMBLIES

For all recent models. ARIEL N.H. 53/-



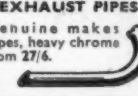
VALVES

Valve springs, cotter pins, collets, grinding paste, extractors — the lot for your top overhaul



EXHAUST PIPES

Genuine makes pipes, heavy chrome from 27/6.



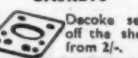
SILENCERS

All makes and types from 17/6. Megaphones from 25/-. Pipe clips from 1/6.



GASKETS

Decoke sets off the shelf from 2/-.



BALL RACES
Every type in stock for engine, gearbox from 7/6.



CARBURETTORS
Amal stockists. Huge selection at every branch. A list of Villiers, S.U. All Cables and Controls.



SPROCKETS
Main, primary, gearbox, dynamo and magneto sprockets from 4/6. Special sizes to order.



CHAINS
Huge stock Reynolds. Best year, model, make of machine, when ordering.



GLANFIELD LAWRENCE

LONDON (Finsbury) 407-419 High Rd., N.12. (Ph. 0091)
LONDON (Millbury) 24-32 Highbury Cir., N.5. (North 2791)
CARDIFF 9-10 City Rd. (Cardiff 50531)
BRISTOL 47-53 Bath Rd. (Bristol 78001)
PORTSMOUTH 147 Fratton Rd. (Porta. 74202)
SWANSEA 29 Rutland St. (Swansea 60311)



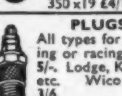
FAIRINGS AND WINDSCREENS

Genuine Avon £8/6/11, Golden Eagle scooter screen 107/-. Unicorn 83/-. Golden Peacock 107/-. Phoenix standard 56/6. Give details of machine when ordering.



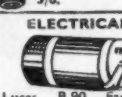
TYRES

All the best makes stocked.
Corgi 12 1/2 x 2 1/2 £1/7/9
275 x 19 £3/4/7
325 x 19 £4/1/3
350 x 19 £4/14/0



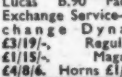
PLUGS

All types for touring or racing from 5/-. Lodge, K.L.G., etc. Wico Paco 3/6.



ELECTRICAL

Lucas B.90 Factory Exchange Service—Exchange Dynamo Regulators Magneto £4/8/6. Horns £1/12/6.



BATTERIES

6 volt, finest quality, heavy duty 5 or 7 plate, 3 cell, charged 27/6 or 31/-. Lucas from £2/7/2. Varley £2/7/3, charged.

RIDING CLOTHING, MOTORCYCLE, SCOOTER



BELSTAFF—
"Black Prince"
PVC suit £6/12/6.
Jacket only £4/2/6.
Trousers only £2/12/6.

BELSTAFF—
"Scooterjak"
Ladies' PVC suit in Black, Turquoise and Bottle Green. £4/6/6.
Masco PVC coat (Black), state size when ordering. £6/15/-.



HELMETS
To specification BS2001/56.
Aviatic ... 59/9
Corker ... 56/-
Slazenger Premier 55/-
Cromwell Knoll 51/-

BOOTS
HAWKINS Calf length with luxurious lambswool lining, leather soles, rubber heels 109/-. State size when ordering.



GLOVES
Slazenger—
WARMANTUFF Gauntlet £3/5/-
WEATHERBLOCK Gauntlet £3/9/6
R A I N B L O C Gauntlet £1/19/6
Ladies' Scooter Mitts £1/6/-

GOGGLES from 4/6.
MK8 £1/5/-.
MK9 £1/7/6
Scooter specs 9/9.

Glanfield Lawrence's Spares and Accessories Departments are in keeping with the reputation of a firm which is "Known Nationally" as one of the largest retailers of new and used Motorcycles, Scooters, Three-Wheelers and Cars in the Country. Write, phone or call for immediate attention. Quotation by return. Postage and Packing extra.



MAKE IT A **MATCHLESS** AND
buy from a Specialist



For **SALES-SERVICE-SATISFACTION**
H. A. SAUNDERS LTD.
616 FINCHLEY ROAD
GOLDERS GREEN, N.W.11
Tel. SPeedwell 4437

W. H. COLLINS & SON

KENWYN MEWS,
TRURO, CORNWALL

MATCHLESS
Main Dealers
SPARES STOCKISTS

PHONE: TRURO 2168

PUTNEY AUTOS LTD
263 Putney Bridge Road,
London, S.W.15

Full range of **MATCHLESS**
Models and Spares
Phone: Putney 1186

For your **MATCHLESS** Sports twin
consult

HORSMAN'S
LIVERPOOL & QUEENSFERRY

ATTFIELD MOTOR CYCLES

106, OATLANDS DRIVE,
WEYBRIDGE Tel. Weybridge 4614

MATCHLESS Main Dealers
SALES, SERVICE, SPARES REPAIR.

DEEPROSE BROS.

16, ROYAL PARADE,
BLACKHEATH, S.E.3

Specialists for **MATCHLESS**
Phone: LEE Green 7777

VIDGEN'S GARAGE

258-262 HIGH STREET,
SHEERNESS, KENT

Tel.: Sheerness 2805

For all **MATCHLESS** Models
Spares and Service

**THE CENTRAL MOTOR CYCLE
& CYCLE**

MATCHLESS SALES SPARES
SERVICE
246 STRATFORD ROAD SHIRLEY
SOLIHULL WARWICKSHIRE

Got your suit for the Scottish?



Your
BARBOUR
SUIT
of course!

The Suit for YOU at
£10 - 17 - 6

Made in seven stock sizes in Black or Green
Beacon Thornproof. Bone dry, mile after
mile, protected from hard-driven rain and
wind, it gives comfort all the way. Jackets
alone £5/16/6. Trousers alone £5/6/6.
Order now! Get one today from your nearest
agent or send to Barbours for patterns and
list of agents.

**THE BARBOUR SALES-SERVICE
VAN**
will be in attendance in Edinburgh
and Fort William
DURING SCOTTISH WEEK

Ride in Bone Dry Comfort in the International **BARBOUR SUIT**—
the Quality Product made only by

J. Barbour & Sons Ltd., 28 Beacon Bldgs., Simonside, South Shields



**WISE HEADS
WEAR
Everoak**



**CORK
Everoak
61/-**

FOLDING POCKET CAP!

Light, smart, still one
Showerproofed! Folds
into the pocket without
creasing! Just what
you need and only **12/3**



EVEROAK ACE
STANDARD EVEROAK
EVEROAK T.T.



MAKE IT A **MATCHLESS** AND
buy from a Specialist



BEAUCHAMP MOTORS

•
ALL MODELS
IN STOCK

•
SPARES and REPAIRS

71 Warwick Street,
LEAMINGTON SPA

Phone: 480

WATSON CAIRNS

FOR

MATCHLESS

IMMEDIATE DELIVERY

All models including the New MATCHLESS Sports
Twin, MATCHLESS "350" Trials model also in stock.
Any model Supplied Cash or on our
famous Hire-Purchase Terms.

We solicit your inquiry. Free List on request.

SHOWROOMS:

LOWER BRIGGATE, LEEDS

TELE: 33024-5

JOHN SURTEES

WEST WICKHAM
KENT

Is the man to see
about this model

FOWLERS of BRISTOL

MATCHLESS

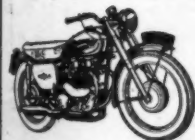
DISTRIBUTORS

•
MAIN AGENTS

•
SALES

•
SERVICE

•
SPARES



79/106 GROSVENOR ROAD,
BRISTOL 2

Tel.: 51538

HOE STREET GARAGE LTD.

FOR

MATCHLESS

SALES, SERVICE & SPARES

414-418, HOE STREET,
WALTHAMSTOW, E.17

TEL.: COPPERMILL 1710

FREDDIE FRITH

LTD.

IMMEDIATE DELIVERY
H.P. TERMS & EXCHANGES
LARGE STOCK OF SPARES
MAIN DEALERS

GRIMSBY

Tel. 4031

DUNNS

of Sunderland for your

MATCHLESS

Remember, you'll do a deal better with Dunns!
WHEATHEAF C'HER., SUNDERLAND Tel. 57666

F. W. CLARK

The **MATCHLESS** • 
AGENT

560-562 LONDON ROAD,

THORNTON HEATH, SURREY

Tel: THOrnton 4987

WHITTAKERS (MOTOR STORES) LIMITED

Your **MATCHLESS** Specialist

19, COOKSON STREET,
BLACKPOOL

PHONE 24328

A. FRANCIS

THE WELLING MOTOR & CYCLE MART
178 Park View Road,
WELLING, KENT.

Phone Baxleyheath 398

BLAY'S of TWICKENHAM

Sales • Spares • Service

All models in Stock

192 HEATH ROAD,
TWICKENHAM, MIDDLESEX

BRYANTS
"THE RIDER AGENTS"

72-74
Shortmead Street
BIGGLESWADE,
BEDS.

Telephone: 3108

CAN SUPPLY ANY **MATCHLESS**
or A.J.S. FROM STOCK

CYRIL MORGAN MOTORS LIMITED

PICCADILLY SQUARE,
CAERPHILLY Tel.: 2031-2-3

Retail **MATCHLESS** Dealer

Opening times: 9-7.30 daily except Sundays

Karl Pugh Motor Cycles

MATCHLESS SALES SERVICE SPARES

West Cross, Tenterden, Kent

Phone: 487

MITCHELL ERSKINE

THE **MATCHLESS** MAIN AGENTS

15 GREEN LANE, PALMERS GREEN, N.13

'Phone: Bowes Park 5222

BURMAN GEARS



FOR DEPENDABILITY

BURMAN & SONS LTD · WYCHALL LANE · BIRMINGHAM 30



VISIT OUR WONDERFUL CAMPING EXHIBITIONS at CAMBERWELL GREEN

AND AT 115 EDGWARE
RD., MARBLE ARCH, W.2

Full range of Tents from 36/- to £65. Vast stocks of Camping Accessories—Folding
Beds, Sleeping Bags, Cooking Stoves and Utensils in fact—

**EVERYTHING THE CAMPER NEEDS—ALL AVAILABLE ON
OUR FAMOUS EASY TERMS**

Fill in coupon on opposite page for our illustrated Catalogue

MOTORCYCLISTS' CLOTHING

We offer Belstaff or Armadale's complete ranges to choose from

Special offer! Last or grained P.V.C. JACKETS

LADIES' Touches by Quadrant. White, self-lined, spacious pockets and ideal also for every-day use. Listed at 84/- Our price **32/6**

P. & P. 2/6.

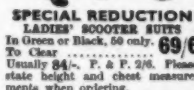
MEN'S Brown self-lined Jackets. Various styles, zipped or belted. 50 only in clear. Usually 65/- Our Price **35/-**

P. & P. 2/6. Please state size.

Main Wall-Round Store and Mail Order Dept.

CAMBERWELL GREEN · LONDON · E.11

MARBLE ARCH MOTOR SUPPLIES



SPECIAL REDUCTION
LADIES' BOOOTER SUITS
In Green or Black, 50 only. **69/6**
To Clear
Usually 84/- P. & P. 2/6. Please state height and chest measurements when ordering.

4 STAR BRANCHES TO SERVE YOU

- ★ 1156, London Road, NORBURY, S.W.16. POLARIS 4700.
- ★ 106-108, High Street, MARLBOROUGH, M.W.10. ELGAR 6605.
- ★ 113-115 Edgware Road, MARBLE ARCH, W.2. PADDDINGTON 6694.
- ★ 26a, 41, 43, Goldhawk Rd., SHEPHERD'S BUSH. SHEPHERD'S Bush 3349.

The TOP Three!



2001-35

CORK "AVIAKIT" 59/11

- ★ AVIAKIT exclusive deep fitting and adjustable neck-curtain protects the neck and hair.
- ★ 2 solid layers SHOCK ABSORBING CORK.
- ★ Easy clean neck and ear flaps.
- ★ Flexible peak.
- ★ Quick release safety pattern chin-strap.
- ★ "TERTIUM" reinforced.
- ★ Children's, Ladies' and Gent's. Sizes 61-71.
- ★ In Black and White. (Photo: "Motor Cycling")

AVIAKIT "SKIDLID" 49/9

- ★ Wind-seal ear flaps.
- ★ Quick release safety pattern chin-strap.
- ★ "TERTIUM" reinforced.
- ★ Attractive silver finish.
- ★ Light in weight.
- ★ Deep and fully adjustable neck-curtain.
- ★ Fitted laminated CORK SHOCK SHIELD.
- ★ No inner padding helmet obtainable at this price. Ladies' and Gent's. Sizes 61-71.

AVIAKIT "TRACKSTAR" 72/6

- ★ Low CROWN A.C.U./B.S.I. APPROVED.
- ★ Minimum weight—maximum strength.
- ★ Quilted neck-curtain.
- ★ Wide adjustable safety bands.
- ★ Chin-strap with full extension for extra comfort.
- ★ Silver finish. ★ Black trimmings. Sizes 61-71.

"AVIAKIT" P.V.C. REPAIR OUTFIT
Repairs tears, rips, cuts and abrasions to your P.V.C. clothing. Complete **3/9**

From leading dealers everywhere
AviaKit Products 124 GL, Portland St., London, W.1.



better fit

WIPAC

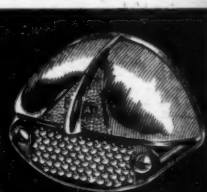
... it has

WIPACITY

the capacity for longer life,
exceptional performance
and the highest standard
of workmanship.



THE WIPAC GROUP · BLETCHLEY · ENGLAND



**TYPE 142
REAR-STOP LAMP**
with reflector
1/6

H.J.S. GIANT WINDSCREEN

18" x 16" x 3/16" "Perspex" as illustrated



COMPLETE
EASY TO FIT

37/6

POST & PACKING 2/6
C.O.D. 1/6 EXTRA
MONEY
REFUNDED
IF NOT
DELIGHTED

SUPER MODEL 50/-
24" x 18" x 3/16" "Perspex" P & P 2/6
24" horizontal. Ideal for combos and
Scooters.

Obtainable only from H.J.S. MANUFACTURING CO., Dept. R.Y.
HAMILTON WORKS, WARWICK ST., EARLSDON, COVENTRY
U.K. Only Phone 60803 Immediate Delivery

YOU'LL BE ON THE RIGHT ROAD—VIA MARBLE ARCH MOTOR SUPPLIES

SOLOS		
1958 H.A.V., 50 c.c. Quickly, one owner, w/screen	£35 10	
1956 HORMAR, 49 c.c. Nippy, speedo., full width hubs	£25 0	
1950 VELOXITE, 250 c.c. M.A.C. dual seat	£49 0	
1954 HORMAR, 125 c.c. dual seat, alarm, 11,000 miles	£60 0	
1954 B.S.A., 150 Bantam Major, s/frame, d/seat	£25 10	
1957 JAMES, 90 c.c. Comet, s/frame, as new	£59 10	
1954 FRANCIS-BARNETT, 197 c.c. only 10,000 miles, alarm, dual seat, battery lighting	£72 10	
1957 B.S.A., 550 c.c. C11, s/frame, d/seat	£75 0	
1957 B.S.A., 150 Bantam Major, 3,000 miles only, as new, w/screen, d/seat, legshields, taxed	£39 10	
1958 TRIUMPH, 150 c.c. Torrier, Avon fairing, d/seat	£59 10	
1958 VELOXITE, 250 O.H.V. M.A.C. ex. tyres and appearance, motor very good. D/seat	£96 0	
1957 MATCHLESS, 500 Twin 69, nice cond., d/seat	£115 10	
1954 TRIUMPH, 500 Speed Twin, Avon fairing, Dunlop carrier, etc.	£135 0	
1955 R. ENFIELD, 350 Bullet, one owner immaculate	£145 0	
1958 B.S.A., 150 c.c. 531S, alarm, d/seat	£145 0	
1956 A.J.S., 250 c.c. (reg. '56), w/screen, d/s, one own.	£149 10	
1950 MATCHLESS, 500 c.c. 01908, one own., cr. bar	£159 10	
1956 NORTON, 600 c.c. Dominator 59, fine cond.	£189 10	
1957 SUZUKI, 600 twin 8.7, under 2,000 miles, perfect	£315 10	

FOR BRAND NEW OR USED SOLOS, COMBS, SCOOTERS OR CARS FOR A STRAIGHT CASH DEAL or FOR PART-EXCHANGE (Either way) FOR EASY TERMS WITH NO FUSS FOR SUPER AFTER-SALES SERVICE YOU CANNOT BEAT MARBLE ARCH

COMBINATIONS		
1955 TRIUMPH, 650 c.c. "Thunderbird," s/frame, Valentin "Monarch," s/frame, wheel brake	£225 0	
1956 ROYAL ENFIELD, 750 c.c. "Meteor," twin front brakes, s/frame, rear suspension, Watsonian Maxstoke clutch s/frame	£100 10	
1959 B.S.A., 500 c.c. Star Twin, s/frame, w/screen, Watsonian Maxstoke clutch s/frame	£149 10	
1947 ARIEL, 1,000 Sq. 4 rec. o/hani O/A s/frame	£29 10	
1946 A.J.S., 500 c.c. Model 18, w/screen, d/seat, clutch s/frame	£29 10	
1948 (Reg.) HARLEY DAVIDSON, 750 c.c. Twin c/s saloon	£65 10	

SCOOTERS		
1957 H.A.V., 150 c.c. Prima, self starter, 1 owner, screen, carrier, etc.	£109 10	
1957 LAMBRETTA, 150 c.c., 1 owner, screen, carrier	£135 0	
1955 ZUNDAPP, 300 c.c., Bella, w/screen, carrier, spare wheel, panniers, etc.	£129 10	
1957 PHOENIX, 150 c.c., large w/screen, carrier 1 owner	£115 10	
1955 VESPA, 125 c.c., v. good cond. 42LS model	£99 10	
1956 VICTORIA, 50 c.c. Nippy, w/screen, carrier	£90 0	
1957 B.S.A., 70 c.c. Dandy, 1 owner, small mileage	£59 10	
1951 VESPA, 125 c.c., recent re-spray and overhaul	£55 0	

SPARES — SPARES — SPARES
Royal Enfield • A.J.S. • Ariel • Matchless
Lambretta—by return.
Lucas B90 Service, Amal, etc. **PLUS—London's** most comprehensive **EXCHANGE SERVICES.**

SELECTED USED CARS		
1956 STANDARD Vanguard Estate car, H.M.V. radio, heater, taxed year, one owner, grey	£845 0	
1959 JAGUAR, Mk. VII saloon, heater, low mileage, taxed year, one owner, black	£595 0	
1957 FORD Prefect de luxe, under 9,000 miles, one owner, ivory	£595 0	
1955 VAUXHALL Velox, heater, one owner, green	£565 0	
1955 (model) VAUXHALL Wyvern, one owner	£565 0	
1955 STANDARD 10, heater, one owner, black	£485 0	
1950 (model) HILLMAN Minx, green	£360 0	
1958 FORD Popular, Town and Country rear tyres, one owner, black	£335 0	
1953 (Dec) FORD Popular, second engine, heater, black	£295 0	
1948 FORD Prefect, black	£275 0	
1951 VAUXHALL Velox, bronze, heater, good tyres	£255 0	
1947 SINGER "Super 10" Black, Sun-roof, fine appearance and condition	£235 10	
1955 WOLSELEY 4/44, black, heater, twin spots	£285 0	

TICK YOUR REQUIREMENTS

Please send me—☐ List of Used Motorcycles.
☐ Clothing Catalogue. ☐ Easy Terms Proposal Form.
☐ New Sidecar Brochures. ☐ Camping Catalogue.
☐ **WAYS & MEANS.**

Name.....
Address.....
.....

TOURING BY SCOOTER?

Then Choose from the latest Brand New

LAMBRETTA VESPA PHOENIX DOVE BELLA ETC., ETC.

WEST END
Showrooms at:
113/5 Edgware Rd., W.2

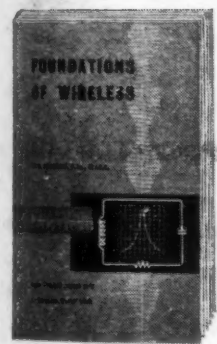
At Camberwell or Edgware Road.

MARBLE ARCH Motor SUPPLIES Head Office, Showrooms & Mail-Order Dept.:
286-302, CAMBERWELL RD., LONDON, S.E.5
(Phone: RODney 2181)

NEW enlarged edition of a book that has already sold over 170,000 copies

Foundations of Wireless

7th Ed.
by M. G. Scroggie, B.Sc., M.I.E.E.



Now virtually a new book, this 7th edition has been almost entirely rewritten, and much material added to bring it completely up to date. In an easy style, it covers the whole basic theory, starting from the most elementary principles. It deals with receivers, transmitters, amplification, valves, transistors, aerials, power supplies, and other aspects of the subject. More emphasis is now made on f.m. and v.h.f., and cascade v.h.f. amplifiers, colour television, e.n.t. generators, and transistor d.c. voltage raisers are included for the first time.

15s net by post 16s 4d

from leading booksellers

Published for "Wireless World" by

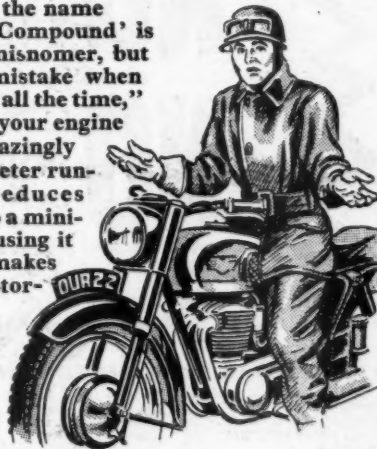
Hiffe & Sons Ltd., Dorset House, Stamford St., London, S.E.1

How was I to know?

Well perhaps the name 'Running-In Compound' is a bit of a misnomer, but there is no mistake when we say "Use it all the time," for a little in your engine oil gives amazingly smoother, quieter running and reduces engine wear to a minimum. Start using it TODAY—it makes for better motor-cycling.

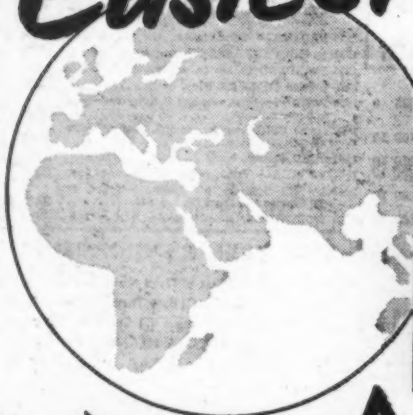
Available from HALFORDS or your nearest dealer.

Write for full details NOW!



FILTRATE Running-In Compound
EDWARD JOY & SONS LTD LERDS ESTABLISHED 1807

Easiest in the world



KING'S

OF OXFORD

TERMS

NO GUARANTORS
REFERENCES
ENQUIRIES

NO SECRET POLICE
to check your security. We
don't make enquiries be-
cause we trust you! Our
deals are deals between
friends.

NO COMPREHENSIVE
INSURANCE
REQUIRED

NO STRINGS AT
KINGS

When we say "you
can ride away within 10 mins.
visit, or your machine will be sent
within 24 hrs. by post," we really
mean it, we're not kidding.

With thousands of bikes to choose from, plus these wonderful terms, you just can't go wrong.

19 NATIONWIDE BRANCHES TO SERVE & SERVICE YOU

OXFORD	P.O. Box No. 9, New Road
MANCHESTER	770, Chester Road
BIRMINGHAM	18/20, Bristol Street
WOLVERHAMPTON	1, Birmingham Road
HALIFAX	25, Horton Street
HASTINGS	17/19, Norman Road, St. Leonards
GLASGOW	55, Hamilton Road, Tollcross
BLACKBURN	25, Penny Street
LEICESTER	Belgrave Gate
WORKSOP	Carlton Road
PLYMOUTH	Walsley Road, Milhouse
BRISTOL	Stokes Croft
HEANOR	34, Market Street
SLEAFORD	30, Boston Road
LUTON	Park Street
BRIGHTON	75, Grand Parade
BURY	43, Bolton Street
BOLTON	122, Moor Lane
LEIGH	Market Buildings, Leigh

Fill in this coupon NOW and send it to
KING'S, NEW ROAD, OXFORD

I'm thinking of buying a.....
Please send me list and all the gen for a deal to save me
£££ and give real satisfaction.

NAME

ADDRESS

We recommend



B24/4

for every bike

RATES:
additional li
words. Eac
Name and a
statements m

For the con
Number fac
charge for 2
cost of regis
added to c
should be
Motor Cycl
London. S.

COMERPO
Ed., Th

A.J.S. MO
Tel. W
WHITE A
change
514. Pal
BOB KE
unmed
-15-151. M
PUTNEY
delivery,
Ed., S.W.15
SLOCOMB
terms
R.W.10. G
COMERPO
1,000
month Rd.,

£125-
Lodge, Wic

WHITBY:
chang
ed. W.3

39ms.-A
cash
wed-days
(Dale), N.

GEORGE
Hill. S.
ROWLAN
A. Rich St
COMERPO
cash;

CLAUDE
good co
settled
A.W.6. B
WE pay
cash
house-Ric
Ed., Reading
leading 22

JOE FRAN
C.O.D. m
340 P
157
CLAUDE
-921. L.

HOE S
Repares;
R.17. Tel

G.B. KU
Prompt c
KATY B
K stock
return.-8

EUTE M
Lane.
Var range

C.O.D. a
C Rapids
Tel. 1895
W.19

PUTNEY
models
Putney 60
GODFREY

ists.
241-5. 20
220. Ract
M. Totte

RATES: 12/- for 2 lines or less and 6/- for every additional line or part thereof, average line 7 words. Each paragraph is charged separately. Name and address must be paid for. All advertisements must be strictly prepaid.

BOX NUMBERS

For the convenience of private advertisers Box Number facilities are available at an additional charge of 2 words plus 1/- extra to defray the cost of registration and postage, which must be added to the advertisement charge. Replies should be addressed to "Box 0000 c/o 'The Motor Cycle', Dorset House, Stamford Street, London, S.E.1."

ADLER

COMERFORDS for Adler from stock.—Portsmouth Rd., Thames Ditton, Surrey. Embrook 5531. (C1006)

A.J.S.

A.J.S. MOTOR CYCLES, Plumstead Rd., S.E.18. Tel. Woolwich 1225. (1017/R)

WHITE & MARTIN for your new A.J.S.; part exchanges, h.p.—18, Ashfield Parade, Southend-on-Sea, Essex. (C1152/R)

BOB KEELER, Ltd., offer all A.J.S. models for immediate delivery; top prices for part exchanges.—15-131, Ealing Rd., Wembley 2150. (1019/R)

POTNEY AUTOS for your new A.J.S.; immediate delivery, terms and exchanges.—263, Putney Bridge Rd., S.W.15. Put. 1166. (C1139/R)

SLOCUMBS OF NEASDEN!!! for your new A.J.S.; 9 terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355—8 lines. (C1115)

COMERFORDS for A.J.S., new and second-hand, 1,000 machines in stock; send for lists.—Portsmouth Rd., Thames Ditton, Surrey. Emb. 5531 (6 lines). (C1006)

£125—A.J.S. 500cc twin, 1952, new Avon screen, new panniers, exceptional condition.—Wick Lodge, Wick Rd., Egham, Surrey. Egham 3225. (7581)

WHITBYS OF ACTON—New models in stock, part exchanges, h.p., spares.—263/273, Acton Vale, London, W.3. She 5555 (Showroom). She 6785 (Stores). (C1128/R)

30ms.—A.J.S., September 1946, 350cc ohv, dual seat, crashbar; terms, exchanges; list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3, Ham. 6041. (C1114)

A.J.S. WANTED

GEORGE CLARKE pay most for A.J.S.—278, Brixton Hill, S.W.3. Tul. Hill 3211. (W1019/R)

ROWLAND SMITH'S, the A.J.S. buyers.—Hamstead Rd., N.W.3. Ham. 6041. (W1114/R)

COMERFORDS require good A.J.S. machines for cash; send details or call.—Thames Ditton. (W1006)

CLAUDE RYE, Ltd., urgently require all models in good condition. Get our price first! H.P. accounts settled. We pay carriage.—895-921, Fulham Rd. S.W.6. Renown 174. (W1105/R)

We pay £10 more for A.J.S.; H.P. accounts settled. Cash balance immediately; we pay your fare home.—Ride It to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6-day. Tel. Reading 2237. (W1039)

A.J.S. SPARE PARTS

JOE FRANCIS MOTORS, Ltd.—100% A.J.S. spares. C.O.D. and exchange service. (C1105/R)

340—Footscray Rd., New Eltham, S.E.9. Eltham 1373. (10171)

CLAUDE RYE, Ltd., A.J.S. specialists.—Spares: 895-921, Fulham Rd., S.W.6. Renown 174. (W1105/R)

HOE STREET GARAGE, Ltd.—Genuine A.J.S. spares, c.o.d. trade.—414, Hoe St., Wiston, Lut. Tel. Cop. 1710. (0272)

GUS KUHN—Genuine A.J.S. spares stockists. 275, Clapman Rd., S.W.9. Brixton 5604 and 9435. Prompt c.o.d. by return service. (C1013/R)

KAYS OF EALING, Ltd., A.J.S. spare parts stockists. Trade supplied, quotations or c.o.d. by return.—6-10, Bond St., Ealing, W.5. Eal. 15075/R. (S1075/R)

ELITE MOTORS (TOOTING) Ltd., 951-961, Stratford Lane, Tooting Broadway, S.W.17. Balham 1200—full range of A.J.S. spares. Call or sent C.O.D. (S1146/R)

C.O.D. and service units, £10,000 spares in stock.—Ragds 64-74, Godstone Rd., Whyteleafe, Surrey. Tel. 1095 and 259-269. Haydons Rd., Wimb. 819. Cherrwood 3202-3. (S1162/R)

POTNEY AUTOS.—Genuine spares for post-war models; also genuine Burman rear box spares; 24-hour c.o.d. service.—263, Putney Bridge Rd., S.W.15. Putney 6887. (S1138/R)

COOPREYS, Ltd.—A.J.S. and Burman spares stockists, c.o.d.—226-234, London Rd., Croydon, Cro 443, 285-210, Port Portland St., W.1. Eas 4652-4. 44, St. Leonard Rd., Forest Gate, E.7. 1234-5. 20, Barking Rd., E. Ham. Gra. 6088; 94-96, High Rd., Tottenham, Sta. 5656. (S1053/R)

THE MOTOR CYCLE

CLASSIFIED ADVERTISEMENTS

PRESS DATE:
FIRST POST MONDAY.

PRIDE & CLARKE
1500 SUPERB BARGAINS

TAX AND INSURANCE INCLUDED IN TERMS
• 1/3rd DEPOSIT
• 24 MONTHLY PAYMENTS
• Have £15-£50 by selecting your bargain now. Study the following small selection from our huge stocks. Never again values so high or prices so low. The bike you've always wanted at a price you can easily afford with ownership much easier by our famous "pay as you ride" plan. Third party, fire and theft insurance ONLY required, included in terms if you wish.
• Written guarantee. Every machine marked clearly with its price.

MORE TO SEE

MOPEDS AND SCOOTER BARGAINS	Cash Price
Mobyette, '56, 49 c.c. Master de Luxe Moped.....	£19 10
Hercules, '57, 49 c.c. Hercules, 2 speed.....	£25 10
Born, '57, 49 c.c. de Luxe, 2 speed.....	£25 10
B.S.A., '56, 70 c.c. Dandy Scooter, preselector.....	£45 10
Mobyette, '57, 49 c.c. auto, autogear and clutch.....	£49 10
Alphon, '57, 70 c.c. 3-speed de Luxe Scooter.....	£59 10
B.S.A., '57, 49 c.c. Super Sport, alarm, springer.....	£59 10
Vespa, '54, 125 c.c. de Luxe Scooter, pillion.....	£69 10
Mobyette, '56, 125 c.c. de Luxe Scooter, spare wheel.....	£79 10
Vespa, '56, 125 c.c. de Luxe Scooter, alarm.....	£79 10
Zundapp, Bella, '55, 150 c.c. de Luxe Scooter.....	£89 10
Vespa, '55, 125 c.c. "New World" screen, pillion.....	£89 10
Lambretta, '56, 150 c.c. L.D. de Luxe Scooter.....	£89 10
Lambretta, '57, 125 c.c. de Luxe, as new.....	£119 10
Vespa, '57, 125 c.c. "New World," many extras.....	£119 10
Lambretta, '57, 150 c.c. Mk. III de Luxe, pillion.....	£119 10
Zundapp, Bella, '56, 150 c.c. self starter.....	£119 10
N.U. Prima, '56, 150 c.c. de Luxe, self starter.....	£139 10
Diana, '56, 200 c.c. Luxury Scooter, self starter.....	£139 10
Outsies, '57, 200 c.c. Luxury Scooter, self starter.....	£149 10

LESS TO PAY

SOLOS	Cash Price
Ena, '56, 94 c.c. 2-speed Villiers de Luxe.....	£45 10
E. Russell, '52, 350 c.c. O.H.V. Model G, telex, dual seat.....	£49 10
Excelsior, '57, 94 c.c. 2-speed Villiers de Luxe, dual seat.....	£49 10
B.S.A., '48, 500 c.c. O.H.V. A7 de Luxe Twin, dual seat.....	£59 10
A.J.S., '50, 350 c.c. O.H.V. Model 14H, telex, dual seat.....	£59 10
B.S.A., '55, 150 c.c. Model D5, Bantam Major, springer.....	£59 10
Panther, '52, 350 c.c. O.H.V. Model 75, dual seat, telex.....	£59 10
B.S.A., '51, 350 c.c. O.H.V. Model B31 de Luxe, telex.....	£59 10
Excelsior, '57, 150 c.c. de Luxe, springer.....	£59 10
Velocette, '53, 200 c.c. Model L.E. watercooled Twin, sport.....	£59 10
B. Enfield, '51, 350 c.c. O.H.V. Bullet, alarm, springer.....	£59 10
F. Barnett, '53, 197 c.c. Villiers, swing, alarm, springer.....	£59 10
James, '54, 197 c.c. Villiers Captain, alarm, springer.....	£59 10
Douglas, '51, 350 c.c. O.H.V. Mk. V Twin, alarm, sport.....	£59 10
F. Barnett, '54, 197 c.c. Villiers Captain, alarm, springer.....	£59 10

CONTINUED

PRIDE & CLARKE LTD

158, STOCKWELL ROAD, LONDON, SW9
Phone: BR1.6251 • Grams: PRICLARKE, LONDON
Hours of Business: 9 a.m. to 6 p.m. Wednesdays 1 p.m.

Advertisements that arrive too late for a particular issue will be inserted in the following issue unless accompanied by instructions to the contrary. Postal orders and cheques sent in payment for advertisements should be made payable to Hiffe & Sons Ltd., and crossed & Co. The publishers are not responsible for clerical or printers' errors although every care is taken to avoid mistakes. The Publishers retain the right to refuse or withdraw advertisements at their discretion.

APPROVAL SCHEME

Readers replying to advertisements in these columns and wishing to take advantage of "The Motor Cycle" Approval Scheme facilities should send for particulars, which are available on application.

AMBASSADOR

AMBASSADOR.—Manufactured by Ambassador Motor Cycles, Ltd., Ascot, Berks. Tel. Winkfield Road 3153-5. (1009/R)

GODFREYS, Ltd., Ambassador dealers all depots. See display advert. (C1006/R)

GIFTS OF SOUTH HARROW for new Ambassadors; terms, exchanges.—568, Northolt Rd., Byrom 2484. (C1053/R)

IMMEDIATE delivery of Ambassadors.—F. W. Clat., 560-562, London Rd., Thornton Heath. Tel. Tho. 4987. (C1165/R)

COMERFORDS for Ambassador, new and second-hand, 1,000 machines in stock; send for lists.—Portsmouth Rd., Thames Ditton, Surrey. Emb. 5531 (6 lines). (C1006)

CLAUDE RYE, Ltd., for your 1958 Ambassador, all models in stock; immediate h.p. ride away in 10 mins.—895-921, Fulham Rd., Fulham, Ren. 1741. (C1005/R)

AMBASSADOR SPARE PARTS

SPEEDWAY OF ACTION for all Ambassador spares; 24-hour c.o.d.—314, Uxbridge Rd., W.3. Acors 5031-2. (S1121/R)

ARIEL

WHITBYS OF ACTON.—Biggest dealers in the Home Counties for Ariels; immediate delivery; h.p.; exchanges.—273, Acton Vale, London, W.3. She 5555. (C1128/R)

FISHERS OF ACTON.

1955 (Nov.) Ariel 1,000 Square Four springer, one owner, very low mileage; £169/10; deposit £56/10. 24 months £5/12/1.

1951 Ariel 1,000 Square Four, very clean and round, £89/10; deposit £30, 18 months £3/17/1.

1946 Ariel 1,000 Square Four, £59/10; deposit £20, 18 months £2/12/3.

1952 Ariel 600 cc springer, Buzmar 4-door ch'd/18 months Ariel; sacrifice £39/10; deposit £30, 18 months £3/17/1.

1949 Ariel 350, ex-Gort, single-seater sidcar; £1350.—44, Westcott Ave., East Acton, W.3. Shepherds Bush 5007, 3 mins. Acton Underground. (C1006)

ROWLAND SMITH'S for Ariel.

New models in stock.

FREE tax and insurance with second-hand motor cycles.

245ms.—Ariel Four, 1955 model, 1,000cc Mark II spring frame combination, Watsonian Avon with sprung wheel and brake, very carefully used; also 2-seater model; terms, exchanges.—Rowland Smith, below.

125ms.—Ariel, 1955, 340cc ohv Hunter, swinging arm, very carefully used; terms, exchanges.—Rowland Smith, below.

105ms.—Ariel, 1952, 600cc spring frame combination, dual seat, windshield, carefully used; terms, exchanges; list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. (C1114)

ARCHER OF ALDERSHOT for Ariel, etc., spares and service.—Victoria Rd. Tel. 323. (10362/R)

HARRY NASH 12½% off brand new 1957 models all 1958 models in stock; exchanges, car, cycles, H.—1950 Sq. 4 s/arm one careful owner, bargain H. £123; several inexpensive bargains.—391, King Street, Hammersmith, W.6. Riverside 2837-8. (C1090)

HAYEN, Ltd., main agents; part exchanges, terms; service and repairs.—162, High Rd., Ilford 0361. (10540)

ELEANOR MOTORS for Ariel terms, exchanges.—265, Mare St., Hackney. E 8 Amherst 5134. (10114)

£98 o.n.o., 1951 RH 500cc twin, Watsonian 6/adult sidcar, very good condition.—Garston 3259. (7579)

COMERFORDS for Ariels, new and second-hand, send for lists.—Thames Ditton, Surrey. Emb. 5531 (6 lines). (C1006)

NICK LANCASTER for all Ariels, including Square Four stocks.—53, Whitegate Drive, Blackpool. Tel. 2720. (C1115)

SLOCUMBS OF NEASDEN!!! for your new Ariel; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355—8 lines. (C1115)

1956 (Regd. April, '57) KH 500 twin, under 12,000 miles; £160.—Dooley, 5, Wykeham Green, Dagenham, Essex. (7593)

PRIDE & CLARKE **1,500 SUPERB BARGAINS** *Continued from previous column* **TAX & INSURANCE INCLUDED IN TERMS**

R. Enfield, '53, 500 c.c. O.H.V. Model 108, s/s, dual seat	£289 10
Douglas, '53, 500 c.c. O.H.V. Mk. V Twin, s/s, sprng	£289 10
Veloette, '51, 500 c.c. O.H.V. Mod. MAC, teles, dual seat	£289 10
Norfolk, '50, 500 c.c. O.H.V. Model B22, sprng, dual seat	£289 10
B.S.A., '50, 500 c.c. O.H.V. Model B22 de luxe, sprng	£289 10
Ariel, '54, 500 c.c. O.H.V. Model LH "Colt", sprng	£289 10
B.S.A., '53, 500 c.c. O.H.V. Model C101 de luxe, sprng	£289 10
Norton, '52, 500 c.c. O.H.V. Model 15, teles, dual seat	£289 10
Ambassador, '54, 500 c.c. O.H.V. Model 11 de luxe, sprng	£289 10
B.S.A., '53, 500 c.c. O.H.V. Model C11 de luxe, sprng	£289 10
B.S.A., '52, 500 c.c. O.H.V. Model B33 de luxe, sprng	£289 10
Excelsior, '53, 197 c.c. Villiers engine, sprng, dual seat	£289 10
Triumph, '54, 500 c.c. O.H.V. Model 27 Twin, s/s, sprng	£289 10
Douglas, '53, 500 c.c. O.H.V. Mark V Twin, sprng	£289 10
Triumph, '54, 500 c.c. O.H.V. Tiger Cub, sprng, dual seat	£289 10
Triumph, '53, 500 c.c. O.H.V. Tiger 100, s/s, dual seat	£289 10
B.S.A., '57, 500 c.c. Model D3 Bantam Major, s/s, sprng	£289 10
Matchless, '53, 500 c.c. O.H.V. Mod. G3L, teles, dual seat	£289 10
Excelsior, '52, 500 c.c. O.H.V. Red Hunter, sprng, dual seat	£289 10
Excelsior, '53, 500 c.c. O.H.V. Model 88 sports Twin, s/s, sprng	£289 10

LARGEST SELECTION

Windsor, '50, 500 c.c. O.H.V. Tiger 100, sprng hub	£289 10
R. Enfield, '53, 500 c.c. O.H.V. Bullet, s/s, dual seat	£289 10
Veloette, '53, 500 c.c. O.H.V. Mod. MAC, teles, dual seat	£289 10
F. Roberts, '57, 150 c.c. Villiers engine, sprng, dual seat	£289 10
Douglas, '54, 500 c.c. O.H.V. Mark V Twin, s/s, sprng	£289 10
B.S.A., '50, 500 c.c. O.H.V. Golden Flash, s/s, sprng	£289 10
Matchless, '51, 500 c.c. O.H.V. Model G308, s/s, sprng	£289 10
Ariel, '56, 500 c.c. O.H.V. LH "Colt", sprng, dual seat	£289 10
B.S.A., '51, 500 c.c. O.H.V. A7 de luxe Twin, sprng	£289 10
B.S.A., '54, 500 c.c. O.H.V. Model B31 de luxe, sprng	£289 10
Ambassador, '53, 500 c.c. Villiers "Popper", s/s, sprng	£289 10
Excelsior, '57, 197 c.c. Villiers engine, s/s, sprng	£289 10
Triumph, '54, 500 c.c. O.H.V. Tiger Cub, sprng, dual seat	£289 10
Excelsior, '53, 500 c.c. Tallman Twin, s/s, sprng	£289 10
A.J.S., '53, 500 c.c. O.H.V. Model 18, s/s, sprng	£289 10
B.S.A., '52, 500 c.c. A7 Star Twin Sports, sprng	£289 10
Norton, '50, 500 c.c. O.H.V. Dominator 7 Twin, sprng	£289 10
Matchless, '52, 500 c.c. O.H.V. Model G308, s/s, sprng	£289 10
Triumph, '51, 500 c.c. O.H.V. Tiger 100, s/s, dual seat	£289 10
B.S.A., '51, 500 c.c. O.H.V. A7 de luxe Twin, sprng	£289 10
Triumph, '52, 500 c.c. O.H.V. Speed Twin, sprng hub	£289 10

EASIEST TERMS

A.J.S., '51, 500 c.c. O.H.V. Model 20 Twin, s/s, sprng	£109 10
Norton, '52, 500 c.c. O.H.V. Mod. B22, s/s, sprng	£109 10
Ariel, '54, 500 c.c. O.H.V. Mod. B22, s/s, sprng	£109 10
Triumph, '54, 500 c.c. O.H.V. Speed Twin, sprng hub	£109 10
Veloette, '57, 200 c.c. S.V. LE watercooled Twin, sprng	£109 10
Triumph, '53, 500 c.c. O.H.V. Tiger 100 Twin, s/s, sprng	£109 10
Ariel, '52, 1,000 c.c. O.H.V. Super Four, sprng	£109 10
B.S.A., '57, 200 c.c. O.H.V. C12 de luxe, s/s, dual seat	£109 10
A.J.S., '53, 500 c.c. O.H.V. Model 20 Twin, s/s, sprng	£109 10
Excelsior, '56, 200 c.c. Model 2088, s/s, sprng	£109 10
B.S.A., '53, 500 c.c. O.H.V. A7 Star Twin Sports, sprng	£109 10
R. Enfield, '55, 500 c.c. O.H.V. "Bullet", s/s, sprng	£109 10
B.S.A., '54, 500 c.c. O.H.V. A7 de luxe, s/s, sprng	£109 10
R. Enfield, '54, 700 c.c. O.H.V. Meteor Twin, s/s, sprng	£109 10
Veloette, '54, 500 c.c. O.H.V. Mod. MAC, s/s, sprng	£109 10
Triumph, '57, 300 c.c. O.H.V. Tiger Cub, s/s, sprng	£109 10
Matchless, '54, 500 c.c. O.H.V. Model G3L, s/s, sprng	£109 10
Triumph, '53, 600 c.c. O.H.V. Thunderbird, sprng hub	£109 10
Ariel, '57, 300 c.c. O.H.V. LH "Colt", s/s, sprng	£109 10
A.J.S., '54, 500 c.c. O.H.V. Model 1688, s/s, sprng	£109 10
Triumph, '53, 500 c.c. O.H.V. Tiger 100 Twin, s/s, sprng	£109 10
Matchless, '54, 500 c.c. O.H.V. Mod. G308, s/s, sprng	£109 10

LOWEST PRICES

Triumph, '53, 500 c.c. O.H.V. Tiger 100 Twin, s/s, sprng	£129 10
Matchless, '54, 500 c.c. O.H.V. Mod. G308, s/s, sprng	£129 10
R. Enfield, '56, 500 c.c. O.H.V. Bullet, s/s, dual seat	£129 10
Triumph, '54, 500 c.c. O.H.V. Thunderbird, sprng hub	£129 10
Matchless, '53, 500 c.c. O.H.V. Model G3 Twin, s/s, sprng	£129 10
Excelsior, '53, 500 c.c. O.H.V. Golden Flash, sprng, dual seat	£129 10
Douglas, '57, 500 c.c. O.H.V. Transverse Four, s/s, sprng	£129 10
Norton, '54, 500 c.c. O.H.V. Dominator Twin, s/s, dual seat	£129 10
R. Enfield, '56, 500 c.c. O.H.V. "Crusader", s/s, panes	£129 10
B.S.A., '51, 500 c.c. O.H.V. Golden Flash, sprng, s/s, sprng	£129 10
Ariel, '56, 500 c.c. O.H.V. Red Hunter, s/s, sprng	£129 10
Matchless, '53, 500 c.c. O.H.V. Mod. G308, s/s, sprng	£129 10
B.S.A., '53, 500 c.c. O.H.V. B31 de luxe, s/s, sprng	£129 10
B.S.A., '54, 500 c.c. O.H.V. Golden Flash, s/s, sprng	£129 10
Ariel, '56, 500 c.c. O.H.V. Model 1688, s/s, sprng	£129 10
Triumph, '53, 500 c.c. O.H.V. Tiger 100 Twin, s/s, sprng	£129 10
Matchless, '54, 500 c.c. O.H.V. Mod. G308, s/s, sprng	£129 10

CONTINUED

PRIDE & CLARKE LTD
 158 STOCKWELL ROAD, LONDON SW9
 Phone: BR1 6251 • Grams: PRICLARKE LONDON
 Hours of Business: 9 a.m. to 6 p.m. Wednesdays 10 a.m. to 5 p.m.

ARIEL
RENNOWS—Brand new 1953 models. Immediate delivery, one-third deposit, 12-18-24 mths. self-financed terms.
RENNOWS—1952 Ariel Red Hunter, spring frame, telescopic forks, real value, 750s, 1950s, Ariel 500cc Red Hunter oliv, telescopic forks, Ariel Hunter's bargain, 520s.
RENNOWS—1951 Ariel 500cc twin, telescopic forks, super sports sidcar, special offer, 890s—232/- 3-4, Upper St., London, N.1. Can. 2021 and 217, Hornsey Rd., London, N.7. Arc. 5388. [C1104]
PUTNEY AUTOS for your new Ariel, immediate delivery, terms and exchanges—263, Putney Bridge Rd., S.W.15. Post 1188. [C1138/R]
 1956 bought 1957, Ariel 350cc Red Hunter, almost new, panniers, Carrolite suit, helmet, £149 10.—F. J. Walsley, 103, Woolwich New Rd., London, S.E.18. [7587]

ARIEL WANTED
ROWLAND SMITH'S, the Ariel buyers—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]
GEORGE CLARKE pay most for Ariel—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]
WE pay £10 more for Ariel; H.P. accounts settled, cash balance immediately; we pay your fare home—Riley & Kingsley Motors, 26-30, Cavendish Rd., Reading. Open 9 a.m. to 9 p.m., 6-day. Tel. Reading 2237. [W1039]

ARIEL SPARE PARTS
S. A. COLES, Ltd., for large stock of post-war Ariel spares—364-366, High Rd., Leyton, E.10. Ley. 7171. [S1017/R]
WRITERS, Ltd., the largest Ariel spares stockists—Kennington Cross, London, S.E.11. Reliance 1362 [0243/R]
WHITBY'S OF ACTON—All Ariel, Burman, Amal spares—263, Acton Vale, London, W.3. She. 6705. [S1126/R]
RAPID—Genuine spares for all models, including gear box and Lucas; prompt e.s.d.—369, Haydon Rd., Wimbledon. Cherrywood 3502-3. [S1162/R]
CLAUDE RYE, Ltd.—Large stocks of spares for pre-war and post-war models—895-921, Fulham Rd., S.W.6. Renova 6174. [S1105/R]
HARWOODS OF RICHMOND—100% Ariel spares stockists—14, 16, Kew Post Rd., Richmond, Ric. 3045. [S1050/R]
CLAUDE RYE, Ltd., Ariel specialists—Comprehensive stockists—Trade supplied, quotations e.s.d. by return—S.W.6. Renova 6174. [S1105/1/R]
PRIDE & CLARKE—New and second-hand spares; quotations any part by return post; e.s.d.; easy payments—Stockwell Rd., S.W.9. Bri. 6251. [S1098/R]
KAYS OF EALING, Ltd., Ariel spare parts stockists—Trade supplied, quotations e.s.d. by return—8-10, Bond St., Ealing, W.5. Kari 2327. [S1073/R]
PUTNEY AUTOS—Genuine spares for post-war models; also genuine Burman gear box spares; 24-hour e.s.d. service—263, Putney Bridge Rd., S.W.15. Putney 6887. [S1138/R]
GODFREY'S Ltd., Ariel and Burman spares stockists—e.s.d.—226-234, London Rd., Croydon, Cro. 3641, 208, Portland St., W.1. Gra. 4632, 418, Romford Rd., Forest Gate, E.7. Gra. 1254. [S1052/R]

B.M.W.
A.F.N. Ltd., sole concessionaires for the full range of B.M.W. motor cycles, including R26 250cc, £258/4/8; R50 500cc, £390/9/9; R60 600cc, £392/19/3; R68 600cc, £406/5/2; early or immediate delivery all models—Catalogue and b.p. terms on application to Falcon Works, London Rd., Isleworth, Middx (Hounslow 0011). [C1189/R]
M.L.O. MOTORCYCLES, Ltd., for your new B.M.W. Specialists for B.M.W. motor cycles and Isotta-Fraschini trained staff; full range of B.M.W. accessories and spare parts.
WORKSHOP specially equipped for the repair and service of B.M.W. and Isotta, at 8-9, Goldhawk Mews, W.12. Showrooms, 105, Goldhawk Rd., London, W.12. She. 3722. [0245/R]
R 67/2 '55 comb., 55 Garrard Silchester, one owner, 1961, cond. £200; h.p. arranged; seen evenings and Sunday—R. Wambell, 10, Draywood, High Wood Rd., Writtle, Chelmsford, Essex. [7606]

B.M.W. WANTED
COMERFORDS—Buy B.M.W.s for cash.—Portsmouth Rd., Thames Ditton, Surrey. [W1008/R]
ROWLAND SMITH'S, the B.M.W. buyers—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]
BRING your B.M.W. to the B.M.W. specialists for the best price—M.L.O. Motorcycles, Ltd., 105, Goldhawk Rd., London, W.12. She. 3722. [0241/R]
B.M.W. SPARE PARTS
A.F.N. Ltd., sole concessionaires for B.M.W. spares—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011). [S1184/R]
BOWN SPARE PARTS
GEORGE GRONK—Sole Bown agent—Service Concessionaires, 834, High Rd., Finchley. H114de 2149. 10199 R

BROUGH SUPERIOR
BROUGH combination 1,150cc. interchangeable wheels, taxed, insured; £50.—A. Price, 121, Marsh Lane, Nantwich. [7576]
B.S.A.
COMERFORDS for B.S.A. 1,000 machines in stock, Portsmouth Rd., Thames Ditton, Surrey. [C1006]

PRIDE & CLARKE **1,500 SUPERB BARGAINS** *Continued from previous column* **TAX & INSURANCE INCLUDED IN TERMS**

Ariel, '55, 600 c.c. O.H.V. Hummaster Twin, s/s, dual seat	£219 10
A.J.S., '56, 600 c.c. O.H.V. Model 188, s/s, sprng, dual seat	£219 10
B.S.A., '55, 600 c.c. O.H.V. Golden Flash, s/s, sprng	£219 10
Matchless, '56, 600 c.c. O.H.V. Model G308, s/s, sprng	£219 10
Triumph, '54, 600 c.c. O.H.V. Tiger 100 Twin, s/s, sprng	£219 10
Triumph, '56, 600 c.c. O.H.V. Thunderbird, s/s, sprng	£219 10
Matchless, '55, 600 c.c. O.H.V. G3 Twin, s/s, sprng	£219 10
Matchless, '55, 600 c.c. O.H.V. Mod. G3L, s/s, sprng	£219 10
S. Enfield, '57, 600 c.c. O.H.V. Twin, s/s, sprng	£219 10
A.J.S., '55, 600 c.c. O.H.V. Model 20 Twin, s/s, sprng	£219 10
Norton, '55, 600 c.c. O.H.V. Dominator 88, s/s, sprng	£219 10
Matchless, '55, 600 c.c. O.H.V. Model G3 Twin, s/s, sprng	£219 10
Triumph, '55, 600 c.c. O.H.V. Tiger 100 Twin, s/s, sprng	£219 10
Ariel, '57, 350 c.c. O.H.V. Red Hunter, s/s, sprng	£219 10

HIGHEST EXCHANGES

Norton, '56, 600 c.c. O.H.V. Dominator 10 Twin, s/s, sprng	£179 10
A.J.S., '56, 600 c.c. O.H.V. Model 20 Twin, s/s, sprng	£179 10
Ariel, '57, 350 c.c. O.H.V. Red Hunter, s/s, sprng	£179 10
Matchless, '56, 600 c.c. O.H.V. G3 Twin, s/s, sprng	£179 10
A.J.S., '55, 600 c.c. O.H.V. Model 20 Twin, s/s, sprng	£179 10
Norton, '55, 600 c.c. O.H.V. Dominator 88, s/s, sprng	£179 10
Matchless, '55, 600 c.c. O.H.V. Model G3 Twin, s/s, sprng	£179 10
Triumph, '55, 600 c.c. O.H.V. Tiger 100 Twin, s/s, sprng	£179 10
Ariel, '57, 350 c.c. O.H.V. Red Hunter, s/s, sprng	£179 10

SPECIAL BARGAINS (Available to Callers only)

B.S.A., '50, 150 c.c. Model 111 Bantam, sprng, s/s, sprng	£99 10
R. Enfield, '52, 500 c.c. O.H.V. Model G3, teles, dual seat	£99 10
Ambassador, '57, 197 c.c. Villiers "Popper", s/s, sprng	£99 10
Excelsior, '52, 250 c.c. Tallman Twin, sprng	£99 10
B.S.A., '56, 500 c.c. O.H.V. B31 de luxe, teles, dual seat	£99 10
B.S.A., '50, 500 c.c. O.H.V. Model C10 de luxe, teles, dual seat	£99 10
Matchless, '57, 350 c.c. O.H.V. Model G3L, teles, dual seat	£99 10
Ariel, '56, 500 c.c. O.H.V. Red Hunter, teles, dual seat	£99 10
B.S.A., '54, 500 c.c. O.H.V. B33 de luxe, teles, dual seat	£99 10
Excelsior, '53, 250 c.c. Tallman Twin, sprng	£99 10
A.J.S., '56, 500 c.c. O.H.V. Model 168, teles, dual seat	£99 10
Norton, '56, 197 c.c. Villiers "Popper", s/s, sprng	£99 10
Norton, '52, 500 c.c. O.H.V. Mod. 15, with Watson	£99 10

MANY OTHER SOLO AND COMBINATION BARGAINS TO SELECT FROM

COMBINATION BARGAINS	
R. Enfield, '53, 500 c.c. O.H.V. 3-port 32, fitted with 2-wat. Watsonian Maxitake child/adult saloon s/s	£299 10
B.S.A., '49, 600 c.c. O.H.V. Model B21 de luxe, fitted with 2-wat. Maxitake child/adult saloon s/s	£299 10
Ariel, '56, 600 c.c. S.V. VB de luxe, fitted 2-wat. Maxitake child/adult saloon s/s	£299 10
Triumph, '46, 600 c.c. O.H.V. Tiger 100, sprng hub, fitted '55 Reich sprng wheel Sports	£199 10

H.P. A.C.s SETTLED

Panther, '54, 600 c.c. O.H.V. Model 100, with 2-wat. Reich child/adult saloon s/s	£199 10
B.S.A., '54, 600 c.c. O.H.V. B21 de luxe, s/s, sprng	£199 10
Swallow-Tutor saloon s/s	£199 10
B.S.A., '54, 600 c.c. O.H.V. Golden Flash, sprng, with 2-wat. Lenzli double adult saloon s/s	£199 10
Triumph, '54, 600 c.c. O.H.V. Thunderbird, sprng hub, with 2-wat. Watsonian Maxitake saloon	£199 10
Panther, '55, 600 c.c. O.H.V. Model 100, with Watsonian Accot saloon s/s	£199 10
Norton, '55, 600 c.c. O.H.V. Model 188, s/s, sprng, with Kensington double adult saloon s/s	£199 10
B.S.A., '54, 600 c.c. O.H.V. Golden Flash, sprng, with Trinder double adult saloon s/s	£199 10
Ariel, '56, 600 c.c. O.H.V. Thunderbird, s/s, sprng, with 2-wat. Watsonian Maxitake saloon s/s	£199 10
Panther, '57, 600 c.c. O.H.V. Model 100, s/s, sprng, with Canterbury double adult saloon s/s	£199 10
B.S.A., '56 (August), 600 c.c. O.H.V. Thunderbird, s/s, sprng, with Watsonian Maxitake 2-wat. saloon s/s	£199 10
Triumph, '56, 600 c.c. O.H.V. Thunderbird, s/s, sprng, with Garrard 800 Sports on Mark V chassis	£199 10
Ariel, '57, 1,000 c.c. O.H.V. Mark II Square Four, fitted Canterbury 2-wat. engine saloon s/s	£199 10

FOR HIGHEST EXCHANGE QUOTATION & FREE BARGAIN LIST, COMPLETE COUPON ON OPPOSITE PAGE

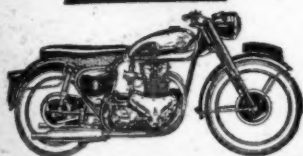
PRIDE & CLARKE LTD
 158 STOCKWELL ROAD, LONDON SW9
 Phone: BR1 6251 • Grams: PRICLARKE LONDON
 Hours of Business: 9 a.m. to 6 p.m. Wednesdays 10 a.m. to 5 p.m.

PRIDE & CLARKE

Better Exchange Now!

And enjoy the season with
A Brand New 1958 Model

BSA



**PAY 1/3 DEPOSIT & RIDE AWAY
24 MONTHS TO PAY**

70 cc. Dandy Scooter	£79	4	4
125 cc. Bantam springer	£102	5	11
150 cc. Bantam springer	£113	10	0
175 cc. Bantam Super	£122	5	2
250 cc. n.h.v. C12, springer	£165	5	11
300 cc. n.h.v. B31, springer	£239	10	0
350 cc. n.h.v. B33, springer	£236	8	1
400 cc. n.h.v. B31, springer	£269	11	8
400 cc. n.h.v. A7 Twin, springer	£257	12	2
400 cc. n.h.v. Shooting Star	£265	14	5
400 cc. n.h.v. Golden Flash	£261	19	0
400 cc. n.h.v. Super Rocket	£283	3	8

EXCHANGES ANY MAKE OR MODEL

Now is the best time to Exchange for a new 1958 Model. We welcome any Cycle, Motorised-cycle, Motorcycle or car as a whole or part deposit on any new machine. We can settle your present H.P. account and if the allowance exceeds the deposit required we REFUND THE DIFFERENCE IN CASH. Complete coupon below for immediate exchange quotation and full details of this amazing offer.

IMMEDIATE POSTAL SERVICE

ALL LEADING MOTORCYCLE AGENCIES

Including: A.J.S. ARIEL, AMBA SADOR, DOT, EXCELSIOR, GILERA, GUZZI, JAMES, MATCHLESS, NORMAN, NORTON, NU, PANTHER, R. ENFIELD, SUN, TRIUMPH, VELOCETTE, VEDDAPPA etc.

H.P. ACCOUNTS SETTLED

ALL LEADING SCOOTER AGENCIES

Including: ALFRO, BELL, D.E.S. DOTE, DUNKLEY, DIANA, K. KRIEGER, MAIO, MOTO, R30, FUCH, PIATTI, PRUDOT, SUN, TERROT, VERPA.

TAX & INSURANCE INCLUDED IN TERMS

ALL LEADING MOPED AGENCIES

Including: BIKETTA, HOWE, DOT-RIV, DIANETTE, HENKEL, HERCUMOTOR, S.W.W. FROM, KRIEGER, LAMARCA, LEOPARD, RELOCETTE, NEW HUDSON, NIFE, ELPI, QUICKLY, PHILLIPS, COMBINKETTE, WHIFFER.

ILLUSTRATED CATALOGUES FREE

USE THIS TIME SAVER

I am interested in a NEW

MAKE

Model

I have for exchange a 19..... C.C.....

I must have £..... Mileage

NAME

ADDRESS

C.....

M.....

D.....

C.....

D.....

C.....

D.....

C.....

D.....

C.....

D.....

C.....

D.....

C.....

D.....

C.....

D.....

C.....

D.....

B.S.A.

OWEN BROS., 100% B.S.A. specialists.

WE part exchange any make and arrange h.p. protection insurance.

EASY terms, 1/3 deposit and balance over 24 months.

SEE the B.S.A. models on display and choose now.

OWEN BROS., 19, Battersea Rise, Clapham Junction.

S.W.11. Bat. 5253. [C1095/R

WHITBYS.

WHITBYS OF ACTON, the biggest B.S.A. dealers in the Home Counties, for immediate delivery of your new B.S.A.; large selection of solos and combinations - 275, Acton Vale, London, W.3. She. 5355 [C1128/R

JOHN SURTEES.

SEE a complete range of 1958 models plus a collection of clean, guaranteed used B.S.A. at my West Wickham, Kent, showrooms - Tel. Spring Park 3700.

hire purchase, part exchange; immediate delivery [C1145

G. P. BALHAM, Ltd., offers:-

1950 B.S.A. 500cc B33; £79.

2B and 137, Balham Hill, S.W.12. Battersea 1107

[C1091

ROWLAND SMITH'S for B.S.A.

NEW models in stock.

FREE tax and insurance with second-hand motor cycles.

165ms.-B.S.A. Flash, 1955, 650cc ohv, swinging arm, dual seat, very carefully used; terms, exchanges.-Rowland Smith, below.

105ms.-B.S.A., 1956, 250cc ohv, swinging arm, 4 speeds, dual seat, excellent condition; choice of 2; terms, exchanges.-Rowland Smith, below.

85ms.-B.S.A. twin, 1948, 495cc ohv combination, Watsonian sports, exceptional condition; terms, exchanges.-Rowland Smith, below.

79ms.-B.S.A., 1951, 500cc ohv M33 combination, Watsonian, Albion saloon, choice 6 B.S.A. combinations; terms, exchanges.-Rowland Smith, below.

59ms.-B.S.A., 1950, 495cc ohv, spring frame, very good condition; terms, exchanges.-Rowland Smith, below.

55ms.-B.S.A. Bantam Major, 1954, 150cc, spring frame, pillion, shields; choice of 4 Bantams; terms, exchanges.-Rowland Smith, below.

49ms.-B.S.A. Dandy, 1957 model, 70cc, 2 speeds, spring frame, windshield, carefully used; choice of 3; terms, exchanges; list open 9-7 week-days and Saturdays.-Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

MITCHELL ERSKINE, Kingsbury Circle.

£165-1955 B.S.A. M21 springer, fitted s/s saloon Canterbury sidecar.-Erskine, The Broadway, Kingsbury, N.W.9. Tel. Colindale 7504. [C1141

MATTHEWS OF STOCKWELL, Ltd., 55, Stockwell Rd., S.W.9.

WE can supply immediate delivery of any new B.S.A. model.

1955 B.S.A. C11 G4 250cc springer, 9,000 miles only, as new, £89.

1956 B.S.A. Gold Flash, swinging arm, and light-weight sidecar, finished black; £169.

1953 B.S.A. Bantam springer; £49.

1954 B.S.A. C11G4, 250 springer; £75.-Brixton 6555. Terms and exchanges. [C1122

J. SHEPHERD & Co. (ENFIELD), Ltd., 434-436, Hertford Rd., Enfield. Tel. Howard 1631/2923.

1956 350cc B31, one owner; £149. [C1132

ELEANOR MOTORS for B.S.A. terms, exchanges.-265, Mare St., Hackney, E.8. Amherst 5134. [0313

T. W. KIRBY MOTOR CYCLES, Ltd., your B.S.A. specialists, 10, Roneo Corner, Hornchurch. Tel. 8765. [0409

1955 B.S.A. 500cc, as new, mileage 9,000, screen, shields; £150.-Bancroft, Preston Grove, Faversham. [7623

RENNO'S for your latest model B.S.A.; super after-sales service, one third deposit, 12-18-24 mths. self-financed terms, exchanges.

RENNO'S.-Special bargain offers! 1952 B.S.A. 350cc R ohv, telescopic forks, dual seat, 72gms; 1953 250cc ohv, spring frame, telescopic forks, dual seat, 69gms; 1950 650cc twin Golden Flash, telescopic forks, Watsonian 2-seater saloon sidecar, 129gms.

RENNO'S.-1953 B.S.A. 350cc ohv, spring frame, telescopic forks, dual seat, excellent condition; 95gms.

RENNO'S.-1955 B.S.A. Bantam Major 150cc, spring frame, telescopic forks, dual seat, battery lighting, unbeatable value; 72gms.

RENNO'S.-This week's gift, 1950 B.S.A. 500cc twin, spring frame, telescopic forks, 2-seater saloon sidecar; 95gms.-232-3-4, Upper St., London, N.1. Can. 2021 and 217, Hornsey Rd., London, N.7. Arc. 5385. [C1104

SLOCUMBES OF NEASDEN!!! for your new B.S.A., terms and exchanges.-239-271, Neasden Lane, N.W.10. Gladstone 3355-8 line. [C1115

PUTNEY AUTOS for your new B.S.A.; immediate delivery; terms and exchanges.-263, Putney Bridge Rd., S.W.15. Put 1186. [C1138 R

A STON AUTO-MOTORS OF BIRMINGHAM.-B.S.A. sales and service, 125cc to 650cc, a model for every one; new models on show; quick delivery.

172-171, Aston Rd., Birmingham. Ask x 3201-2. [0561/R

B.S.A. from stock.-Loxham's Motor Cycle House, Fishergate, Preston. Exchange; h.p. terms.-Tel. 4243. [0045/R

PRIDE & CLARKE

NEW & USED BARGAINS

IMMEDIATE POSTAL SERVICE

TAX & INSURANCE INCLUDED IN TERMS

**1/3 DEPOSIT
24 MONTHS
TO PAY
EXCHANGES
ANY MODEL
HP % Settled**

**SUPER BARGAIN LIST FREE
THIS SERVICE SAVES YOU
£ £ £**



POST TODAY

I am interested in a NEW/USED

MAKE.....

Model..... C.C.....

I have for exchange a 19..... C.C.....

Make..... Mileage.....

I must have £.....

NAME.....

ADDRESS.....

C.....

M.....

D.....

SEE DISPLAYED ADVERTISEMENTS

PRIDE & CLARKE LTD

158, STOCKWELL ROAD, LONDON SW9

Phone: BR1.6251 - Grams: PRICLARKE, LONDON

Hours of Business: 9am to 6pm - Wednesdays 1pm

PRIDE & CLARKE

AMAZING BARGAINS !!

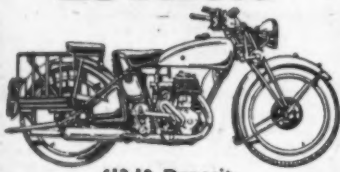
UNREGISTERED

500 c.c. SV EX-W.D. 16H

Norton

VERY LOW MILEAGE MODELS

£39.10.0



£13.10 Deposit

Balance by 24 monthly payments of £1.7.3.

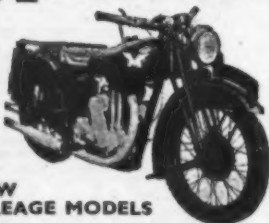
Tax and Insurance added to terms; if desired

GENERAL SPECIFICATION:

Enclosed valve gear. Dry sump lubrication. 4-speed foot change gearbox. Lucas Magdyno AVC Lighting. Smith's 80 m.p.h. speedo. Amal carburettor. Heavy duty 19 x 3.25 tyres. Finish W.D. Khaki.

Unregistered 350 c.c. OHV EX-W.D.

MATCHLESS



LOW MILEAGE MODELS

£49.10.0

£16.10 Deposit

Balance by 24 monthly payments of £2.3.10.

COMPLETE SPECIFICATION INCLUDES:— 350 c.c. O.H.V. engine, Burman 4-speed positive stop foot change gearbox, Lucas AVC dynamo lighting, Lucas magneto, Heavy Duty Dunlop or equivalent tyres, Smith's 80 m.p.h. Speedometer. Finished in W.D. khaki green.

LISTS FREE.

IMMEDIATE POSTAL SERVICE.

EXCHANGES—Any make or model accepted as deposit. H.P. A/c's settled. Lists Free. Write, Phone or Call.

PRIDE & CLARKE LTD

158, STOCKWELL ROAD, LONDON, SW9

Phone: BRI. 6251 • Grams: PRICLARKE, LONDON

Hours of Business: 9 a.m. to 6 p.m. Wednesdays 10 a.m. to 5 p.m.

B.S.A.

J. J. DOUBLE (MOTOR CYCLES), Ltd., 1958 B.S.A. agents; terms: spare, service, repairs.—809-811, High Rd., Goodmayes. Tel. Seven Kings 9744. [C1119/R]

NEW Golden Flash (Black or Beige), Super Road R300, A7, B31, C12 and Bantams, 125, 150, and 175 Super for immediate delivery terms exchanges.—Badger Garages, Blandford, Dorset. Tel. 615. [C1168]

MEETEN'S, Shannon Corner, New Malden, for immediate delivery of the sensational new 175cc Bantam Super, and all the smaller B.S.A. types, including the new two-tone and improved Dandy Scooterette; tuition, exchange, lowest h.p. lists.—Tel. Malden 3110. [C1203]

B.S.A. WANTED

GEORGE CLARKE pay most for B.S.A.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

SMITH'S, 88 Chalk Farm, Rd., N.W.1. want B.S.A.s.—Gul. 2767. [C0068/R]

CLAUDE RYE, Ltd., urgently require all models in good condition. Get our price first! H.P. accounts settled. We pay carriage.—895-921, Fulham Rd., S.W.6. Renown 6174. [W1105/R]

WE pay £10 more for B.S.A.: H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6-day. Tel. Reading 2237. [W1039]

B.S.A. SPARE PARTS

OWEN BROS

WE have the largest stocks of B.S.A. spares.

EVERY spare including Amal, Wico-Pacy, Lucas and B.S.A. exchange service.

NO finer service exists. 24 hour c.o.d. or immediate counter service.

SPARES lists 5/6; service sheets 7/6, post free.

OWEN BROS., 19, Battersea Rise, Clapham Junction, S.W.11. Bat. 7816-7. [S1095/R]

B.S.A.

SPECIALISTS on the spot!

COUNTY CYCLE & MOTOR CO., 266, Broad St., Birmingham, 1.—Daily factory visit, prompt c.o.d. and complete exchange part service.—Mid. 6508. [S1024/R]

WHITBYS.

WHITBYS OF ACTON.

WHITBYS.—London's largest B.S.A. agents. Our association with B.S.A. covers over 50 years. WE offer the finest service.

TREMENDOUS stocks of spares available over the counter or c.o.d. Trade supplied.—Whitbys of Acton, Ltd., 263, Acton Vale, London, W.3. She. 6765. [S1128/R]

GLANFIELD LAWRENCE.

FOR B.S.A. genuine spares and replacement service; immediate attention to counter and c.o.d. orders. MAKE Glanfield Lawrence your B.S.A. service station. LONDON (FINCHLEY)—407, High Rd., North Finchley, N.12. Fin. 9091.

LONDON (HIGHBURY)—28-32, Highbury Corner, N.5. Nor. 2791.

CARDIFF—2-10, City Rd., Cardiff 20531.

BRISTOL—47-53, Bath Rd., Bristol 78001.

PORTSMOUTH—147-151, Fratton Rd., Portsmouth 74202.

SWANSEA—20, Rutland St., Swansea 50311. [S1046/R]

ASTON AUTO-MOTORS OF BIRMINGHAM for

B.S.A. spares, fuel stocks; quick postal orders; c.o.d. for return. 172-177, Aston Rd., Birmingham. Ast. X 3201-2. [S0559/R]

GODFREYS, Ltd.—B.S.A. spares stockists; c.o.d.—All depots; see display advt. [S1052/R]

HOE STREET GARAGE, Ltd., Gen spares; c.o.d. c.o.d.—414, Hoe St., W'stow, E.17. Tel. Cop. 1710. [C013]

GEORGE GROSE, Ltd., Ludgate Circus, E.C.4, Cen. 5561 & 834, High Rd., N.12. Hil. 2149. Also Lucas, Wipac, B.S.A. Exc/Repl. c.o.d. service. [C0351]

PRIDE & CLARKE—New and second-hand spares; quotations any part by return post; c.o.d.; easy payments.—Stockwell Rd., S.W.9. Bri. 6251. [S1098/R]

WEST END MOTORS, Ltd., 171, High St., S.E.15. New X 5118/9; and 179, Upper Tooting Rd., S.W.17. Bal. 4231, for B.S.A., Amal, Wico-Pacy spares. [C125/R]

ELITE MOTORS (TOOTING), Ltd., 951-961, Garratt Lane, Tooting S.W.17. Balham 1300.—Vast range of B.S.A. spares; call or sent c.o.d. [S1169/R]

PARKS for B.S.A. official stockists for S.E. London; 100% B.S.A. spares stock and associated Wipac, Amal, Lucas, Ferodo; prompt c.o.d. service; B.S.A. exchange replacement service; Dandy spares and accessories; Gold Star specialists.—Tel. Lee Green 0555. 404, High St., Lewisham, S.E.13. [C0505/R]

CASH in a FLASH!



WANTED

- ★ MOTORCYCLES
- ★ COMBINATIONS
- ★ SIDECARS
- ★ CHASSIS
- ★ 3 WHEELERS

Any Make, Year or Model
If your Bike is GOOD our offer is BETTER

- ★ HIGHEST QUOTATION BY RETURN OR
- ★ REPRESENTATIVE WILL CALL
- ★ H.P. ACCOUNTS SETTLED
- ★ FREE COLLECTION
- ★ WE PAY CARRIAGE or YOUR FARE PAID HOME IF YOU SELL YOUR MACHINE TO US

WRITE, PHONE, CALL OR

USE THIS TIME-SAVER!

I WISH TO SELL MY

19.....C.C.

Make.....Model.....

Condition.....Mileage.....

For which I must have £.....

NAME.....

ADDRESS.....

PRIDE & CLARKE LTD

158, STOCKWELL ROAD, LONDON, SW9

Phone: BRI. 6251 • Grams: PRICLARKE, LONDON

Hours of Business: 9 a.m. to 6 p.m. Wednesdays 10 a.m. to 5 p.m.

GET A CAR IN EXCHANGE FOR YOUR MOTORCYCLE at PRIDE & CLARKE

MOTORCYCLES EXCHANGED

Any make, year or model welcomed as whole or part deposit

LARGEST SELECTION

200 cars marked clearly with year and price.

GREATEST VALUE

Compare our prices, call and judge for yourself.

TERMS 1/3rd DEPOSIT AND 24 MONTHLY PAYMENTS

Tax and insurance included in Terms.

300 GUARANTEED CARS

'47 AUSTIN A30 saloon. 7,000 miles. Heater.	£499
'47 AUSTIN A30 saloon. Heater.	£550
'47 AUSTIN A30 2-door saloon. Heater.	£439
'47 AUSTIN A30 4-door saloon. Heater.	£439
'47 AUSTIN A30 2-door saloon. Heater.	£539
'47 FORD Anglia de luxe saloon. Heater. 3,000 miles.	£539
'47 FORD Prefect de luxe saloon. 9,000 miles.	£539
'47 FORD Anglia saloon. Low mileage.	£479
'47 FORD Popular saloon. 3,000 miles.	£539
'47 FORD Consul saloon. Heater.	£569
'47 FORD Anglia saloon. 15,000 miles.	£510
'47 FORD Anglia saloon. Heater.	£449
'47 FORD Popular saloon. Extra.	£539
'47 FORD Popular saloon.	£510
'47 FORD Consul saloon. Heater.	£479
'47 FORD Prefect saloon. Heater.	£539
'47 FORD Anglia saloon.	£539
'47 FORD Prefect saloon.	£539
'47 HILLMAN Minx de luxe saloon. 19,000 miles.	£429
'47 HILLMAN Minx convertible. Radio and heater.	£429
'47 MORRIS Minor 4-door saloon. Heater. 7,500 miles.	£519
'47 MORRIS Minor 2-door saloon. Heater. 21,000 miles.	£469
'47 MORRIS Minor 4-door saloon. Heater. 15,000 miles.	£479
'47 MORRIS Minor 2-door saloon. Heater. 21,000 miles.	£429
'47 STANDARD 8 Standard. 5,000 miles.	£599
'47 STANDARD Super 10. Standrive. 6,000 m. Radio.	£599
'47 STANDARD 8 de luxe saloon. Heater.	£479
'47 STANDARD de luxe saloon. Heater. 3,400 miles.	£449
'47 STANDARD 10 saloon. Heater.	£449
'47 STANDARD 8 saloon. Heater. 20,000 miles.	£559
'47 VAUXHALL Victor saloon. Radio and heater.	£649
'47 VOLKSWAGEN d/s saloon. 3,000 miles. Excellent.	£669

MICARS

'47 BOND Mk. "C" Family de luxe. 7,000 miles.	£239
'47 BOND Mk. "C" Family. 7,000 miles.	£229
'47 BOND Mk. "C" 3-door. 3,000 miles.	£219
'47 B.W. Testa 200. 3,000 miles. Heater.	£299
'47 B.W. Testa 250. R.C. condition.	£279
'47 HUSKIN Cabin Cruiser. 4,000 miles.	£339
'47 HUSKIN Cabin Cruiser. 4,000 miles. 4,000 mbs.	£359
'47 HUSKIN Cabin Cruiser. 4,000 miles.	£219
'47 HUSKIN Cabin Cruiser. 4,000 miles.	£169

COMMERCIALS

'47 AUSTIN A30 van. Heater. Grey.	£429
'47 AUSTIN A30 van. Green.	£369
'47 COMMER Express. Blue.	£319
'47 COMMER Cob. 6 cwt. Heater. Blue.	£209
'47 HILLMAN Husky. Heater and heater.	£449
'47 MORRIS M. 1000 van. Green.	£399
'47 MORRIS Minor Traveller de luxe. Heater. Green.	£499
'47 FRANKS 5 cwt. Green. 9,000 miles.	£349
'47 FRANKS 5 cwt. Black.	£299

NEW 1958 CARS

AGENTS FOR: Austin, Ford, Hillman, Humber, Jaguar, Morris, M.G., Riley, Rover, Slingshot, Standard, Sunbeam, Triumph, Wolseley. ALL MODELS FOR IMMEDIATE OR EARLY DELIVERY.

NEW VANS

FOR IMMEDIATE DELIVERY: Austin A35, A50, Commer Cob and Express, Thames 5 and 7 cwt., choice of colours, Morris J2.

NEW MICARS

AGENTS FOR: A.C. M.W., Bond, Goggomobil, Hinkel, Messerschmitt, Reliant. All models in stock in variety of colours.

LATEST LIST OF CARS BY RETURN

PRIDE & CLARKE LTD

158 STOCKWELL ROAD, LONDON, SW9
Phone: BR1 6251 - Grams, PRICLARKE, LONDON
Hours of Business - 9 a.m. to 6 p.m. Wednesdays 10 p.m.

B.S.A. SPARE PARTS

KAYS OF BALING, Ltd., B.S.A. spare parts stockists. Trade supplied, quotations or c.o.d. by return. -8-10, Bond St., Baling, W.S. Bal. 2387

CLAUDE RYE, Ltd., B.S.A. specialists. -Comprehensive range, including 100% Bantam spares available, immediate c.o.d. -895-921, Fulham Rd., London, S.W.6. Renown 6174. [S1105/R]

B.S.A. SERVICE

24-hour c.o.d. service on all B.S.A. spares and exchange replacement units: engines, gear boxes, clutch plates, brake shoes, frames, forks, wheels, in fact every item you require, stockists also for Amal, Wilco, Lucas and Smiths speedos. Don't keep that machine off the road, use our 100% service. - Coventry Motor Mart, Ltd., B.S.A. Specialists, Postal Department 7, 86, London Rd., Coventry. Tel. 2146 and 7. [0077/R]

CORGI SPARE PARTS

GLANFIELD LAWRENCE, Corgi spares stockists. -407, High Rd., N. Finchley, N.12. Fin. 0091. [S1044/R]

DAYTON ALBATROSS

GODFREYS, Ltd., Dayton Albatross dealers all depots. See display advert. [C1052/R]

WHITBYS OF ACTON, -Immediate delivery of new Albatross. -275, Acton Vale, W.3. She. 5553. [C12/R]

MEETEN'S, Shannon Corner, New Malden, for immediate delivery of the Albatross 250 Twin with the famous Villiers engine; lowest h.p. tuition, Villiers service, trade supplied. [C1203]

DIANA

GODFREYS, Ltd., for Diana, all depots. -See display advert. [C1052/R]

CLAUDE RYE, -Immediate delivery new Diana; choice of colours; terms. -895-921, Fulham Rd., London, S.W.6. Renown 6174. [C1105/R]

PUTNEY AUTOS, Ltd., main agents for your new Diana; terms; exchanges. -263, Putney Bridge Rd., S.W.15. Put. 1186. E.C. Thurs. 1 p.m. [C1158/R]

SLOCUMBS OF NEASDEN!!! for your new Diana; terms and exchanges. -239-271, Neasden Lane, N.W.10. Gladstone 3555-8 lines. [C1115]

D.K.R.

G.H. CYCLES, Harrow Weald, 429, High Rd., Harrow 6858. D.K.R. Dove main dealers. [0093]

COMERFORDS, -Immediate delivery D.K.R. Dove. -Portsmouth Rd., Thames Ditton. [C1006]

SLOCUMBS OF NEASDEN!!! for your new D.K.R.; terms and exchanges. -239-271, Neasden Lane, N.W.10. Gladstone 3555-8 lines. [C1115]

CAUDE RYE, -Immediate delivery latest D.K.R. scooter, with self-starter; choice of colours; terms. -895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

MEETEN'S for D.K.R. Villiers scooters -the all-British "Wolverhampton Wanderers" -for immediate delivery in 150cc Dove, 150cc Pegasus, self starter, and 200cc 4-speed self-starter. Dealer types, and in choice of colours, lowest and longest h.p. terms, exchanges; free expert tuition, backed by the finest Villiers specialised service in the industry. -Meetens, The Real Two-stroke Specialists, Shannon Corner, New Malden 3110. Lists free. [C1203]

D.M.W.

COMERFORDS for D.M.W. Dolomite trials twin from stock; 50 other competition models, new and second-hand. -Portsmouth Rd., Thames Ditton. Emberbrook 5531. [C1006]

MEETEN'S for D.M.W. call and inspect the latest 250cc Dolomite Trials twin just out -a really superb competition job which like its sports brothers is fitted with the famous Villiers 72 twin unit; £194/12/2 or only £65 deposit by h.p. full range terms and singles for immediate delivery; Villiers unbeatable service, trade supplied. -Meetens, Shannon Corner, New Malden 3110. [C1203]

D.O.T.

DOT CYCLE & MOTOR MANUFACTURING Co., Ltd., Manchester, 13, Tel. Blackfriars 5472-3-4. [0022/R]

COMERFORDS, -1958 Dot works replica; delivered from stock; 50 other competition models new and second-hand. -Portsmouth Rd., Thames Ditton. Emberbrook 5531. [C1006]

DOUGLAS

GODALMING -G. D. Brown is the Douglas specialists; sales and service; satisfaction assured. -12, Meadrow, Tel. 412. [C1008/R]

RENNOW'S -1958 Douglas 350cc twin, swinging arm, telescopic forks, dual seat, unbeatable offer. 599s or terms. -217, Hornsey Rd., London, N.7. Arc. 5388. [C1104]

DOUGLAS WANTED

WE pay £10 more for Douglas; H.P. accounts settled, cash balance immediately; we pay your fare home. Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6-day, Tel. Reading 2237. [W1039]

DOUGLAS SPARE PARTS

CLAUDE RYE, Ltd. -Full range of spares for the 735 model, immediate c.o.d. -895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R]

DOUGLAS VESPA

GODFREYS, Ltd. -Appointed Vespa dealers all depots. -See display advert. [C1052/R]

WHITBYS, -Vespa specialists, new and second-hand. 275, Acton Vale, London, W.3. She. 5553. [C1128/R]

AT
237
BRIXTON
HILL
S.W.2.

PRIDE & CLARKE offer

SUPERB SELECTION CAR & MOTORCYCLE BARGAINS

HIGHEST EXCHANGES

BIKES for CARS

MOTORCYCLE, SCOOTER & COMBINATION BARGAINS

COMBINATIONS

SUPERB SELECTION CAR & MOTORCYCLE BARGAINS

HIGHEST EXCHANGES

BIKES for CARS

MOTORCYCLE, SCOOTER & COMBINATION BARGAINS

COMBINATIONS

'62 TRIUMPH, 650 c.c. Thunderbird, s/hub, fitted

'64 B.S.A., 600 c.c. M31, screen, d/seat, etc., fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

'64 Ariel, 650 c.c. Thunderbird, s/hub, fitted

NEW 1958 COMBINATIONS OVER 100 IN STOCK

	PRICE
ARIEL V8, 500 c.c. O.H.V., s/n, d/seat, fitted Dunlop Lincoln s/saler saloon	£336 0 6
ARIEL V8, 500 c.c. S.V., s/n, d/seat, fitted Watsonian Cambridge d/seat saloon	£338 11 1
ARIEL FH, 500 c.c. Twin, s/n, d/seat, fitted (Garrard) Pirelli s/saler Sports	£363 13 2
ARIEL 40, 1,000 c.c. Sg. 4, s/n, d/seat, fitted Dunlop Astra d/seat saloon	£454 6 6
B.S.A. M21, 500 c.c. S.V., s/n, d/seat, fitted Watsonian Mustang s/saler saloon	£330 3 10
B.S.A. M21, 500 c.c. S.V., s/n, d/seat, fitted Watsonian Lincoln family saloon	£334 3 10
B.S.A. A10, 500 c.c. Twin, s/n, d/seat, fitted Watsonian York d/seat saloon	£377 19 6
MATCHLESS G11, 600 c.c. Twin, s/n, d/seat, fitted Watsonian Mustang s/saler Sports	£427 15 11
NORTON Don, 77, 500 c.c. Twin, s/n, d/seat, fitted Swallow Jet 80 s/saler Sports	£383 16 5
R.A.U. Prima, 150 c.c. Scooter, pillion, carrier, fitted Watsonian Bambini s/saler	£280 13 8
TRIUMPH GT, 500 c.c. Twin, s/n, d/seat, fitted Watsonian Avon s/saler Sports	£336 14 8
VICTORITE Venom, 500 c.c. O.H.V., s/n, d/seat, fitted Swallow Jet 80 s/saler Sports	£374 9 4

SECOND HAND COMBINATIONS OVER 70 IN STOCK

ARIEL '50, V8, 500 c.c. S.V., s/n, fitted with new Dunlop radial saloon, excellent condition	£145
ARIEL '50, FH, 500 c.c. Twin, s/n, d/seat, fitted Swallow Tourer s/saler saloon	£190
ARIEL '50, FH, 500 c.c. Twin, s/n, d/seat, fitted Watsonian Avon Sports, very fine order	£210
ARIEL '50, 40, 1,000 c.c. Sg. Four, s/n, d/seat, fitted Caterbury Venom 2 adult saloon	£230
ARIEL '50, 40, 1,000 c.c. Sg. Four, s/n, pillion, fitted s/saler saloon on OMU7A chassis. Bargain	£199
ARIEL '50, FH, 500 c.c. Twin, s/n, d/seat, fitted Swallow Tourer s/saler saloon, one owner	£205
ARIEL '50, 1400, 500 c.c. O.H.V., s/n, pillion, fitted s/saler scooter Tourer, very early	£99
B.S.A. '50, B21, 500 c.c. Twin, s/n, s/d, drive, with '56 Bell 500 Sports, brake, hood, immaculate	£195
B.S.A. '50, D1, 125 c.c. tele. forks, with Garrard s/saler lightweight Tourer	£49
B.S.A. '50, A7, 500 c.c. Twin, tele. with B.S.A. s/saler Tourer, bargain at	£79
B.S.A. '50, A7, 500 c.c. Twin, tele. d/seat, with Swallow Commando s/saler Tourer, economical outfit	£85
B.S.A. '50, B20, 500 c.c. S.V., magdyno lighting, 4-speed with child/adult saloon	£59
B.S.A. '50, A7, 500 c.c. Twin, tele. d/seat, screen, with Garrard 500 Tourer, smart	£119
B.S.A. '50, M21, 500 c.c. S.V., tele. d/seat, with Watsonian child/adult saloon, immaculate	£125
B.S.A. '50, M23, 500 c.c. O.H.V., s/n, d/seat, fitted Watsonian Avon s/saler saloon	£169
B.S.A. '50, A10, 500 c.c. Twin, s/n, d/seat, screen with Watsonian Lincoln family saloon	£189
B.S.A. '50, A10, 500 c.c. Twin, s/n, d/seat, with Police Continental s/saler sports, ex. value	£200
B.S.A. '50, A10, 500 c.c. Twin, s/n, d/seat, fitted Watsonian Avon s/saler saloon	£199
B.S.A. '50, A10, 500 c.c. Twin, s/n, d/seat, fitted Swallow Bifford d/seat saloon, superb	£280
DOUGLAS '50, 400 c.c. Twin, fitted with large Two-stroke s/saler, Cag. bargain	£25
E. KEYFIELD '47, 0.250 c.c. O.H.V., tele. screen, fitted Watsonian Windsor lightweight	£55
FATHEAD '50, 100, 500 c.c. O.H.V., tele. pillion with Triber 2-seater saloon	£99
TRIUMPH '50, GT, 500 c.c. Twin, s/n, d/seat, with '56 Watsonian 2-seater saloon with brake	£179
TRIUMPH '50, T100, 500 c.c. alloy Twin, s/n, d/seat, fitted Watsonian Mustang s/saler saloon, immaculate	£249
TRIUMPH '50, B21, 500 c.c. d/seat, screen, carrier, fitted Bell s/saler, 3,000 miles, as new	£170

- HIGHEST EXCHANGES
- EASIEST TERMS
- SERVICE SUPREME

WHITBYS OF ACTON

THE BIGGEST DEALERS IN THE HOME COUNTIES

THE VALE, ACTON, LONDON, W.3

PHONE: SHEPHERDS BUSH 5355/6

Hours of Business: 9 a.m.—7 p.m. weekdays
Saturdays 6 p.m.

FRANCIS-BARNETT

LONDON.—Tele Autos, Francis-Barnett main agents.—58, High St., Waltham Cross. [0127/R]
WHITBYS OF ACTON.—Immediate delivery of new models.—273, Acton Vale, W.3. She 5355.

ELEANOR MOTORS for Francis-Barnett; terms exchanges.—265, Mare St., Hackney, E.8. Amherst 5134. [0128/R]
LITTLEJOHN'S.—Main dealer; machines, spares; terms; exchanges.—2, Russell Rd., Greenford, W.10. [0527/R]

SLOCUMBS OF NEASDEN!!! for your new Francis-Barnett; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3555—8 lines. [01115]

REX JUDD have all 1958 models, immediate delivery every 1958 model including the new Scrambler or immediate delivery they offer free expert tuition, lowest and longest h.p. terms, a square-deal exchange and, of course, the finest F.B. and Villiers spares service in the industry; send for free lists or request free demonstration.—Meeten., Shannon Corner, New Malden, 3110 [01203]

WHITE & MARTIN for your new Francis-Barnett; exchanges, terms; spares and repairs.—18, Ashfield Parade, Gouthgate, N.14. Palmers Green 1035. [01152/R]
RENNO'S.—Francis-Barnett, late 1957, 225cc Cruiser, swinging arm, telescopic forks, dual seat, one owner, spotless machine; 125gns.—217, Hornsey Rd., London, N.7. Arc 5368 [01104]

MEETENS for Francis-Barnett, of course!—Meetens were the first to publicly prove the reliability, speed and value of these superb lightweights in 1923, and still enthuse and specialise in this famous marque, without a break 35 years after; Meetens always have every 1958 model including the new Scrambler or immediate delivery they offer free expert tuition, lowest and longest h.p. terms, a square-deal exchange and, of course, the finest F.B. and Villiers spares service in the industry; send for free lists or request free demonstration.—Meeten., Shannon Corner, New Malden, 3110 [01203]

FRANCIS-BARNETT WANTED

GEORGE CLARKE pay most for Francis-Barnett.—278 Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

ROWLAND SMITH'S the F.-Barnett buyers.—Hampstead High St., London, N.W.3. Ham 6041. [W1114/R]

WATKINSON MOTORS.—Top prices for Francis-Barnett.—136, Stockwell Rd., S.W.9. Brixton 2838. [W1174/R]

CLAUDE RYE, Ltd., urgently require all models in good condition. Get our price first! H.P. accounts settled. We pay carriage.—895-921, Fulham Rd. S.W.6. Renown 6174 [W1105/R]

WE pay £10 more for Francis-Barnett; H.P. accounts settled—cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6-day Tel. Reading 2237. [W1039]

FRANCIS-BARNETT SPARE PARTS

WATKINSON MOTORS, official stockists, 136, Stockwell Rd., S.W.9. Bri. 2838. [S1174/R]

KAYS OF EALING, Ltd. Francis-Barnett spare parts stockists.—Trade supplied; quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2587. [S1075/R]

GILERA

PRIDE & CLARKE, main agents.—175cc sports, £199/19/6; 4, deposit, immediate acceptance; 24 monthly payments; tax and insurance included; list terms; exchanges; catalogue free.—158, Stockwell Rd., S.W.9. Bri. 6251. [C1098/R]

GREEVES

GREEVES MOTOR CYCLES, Manor Trading Estate, Church Rd., Thundersley, Essex. South Benfleet 2761.

THE thrill of a lifetime! when you own the new 250cc Fleetwing twin; send your address for details.

ARCHER OF ALDERSHOT, for Greaves, etc.; spares and service.—Victoria Rd. Tel. 525. [0364/R]

GREEVES Main Dealers.—New models available, immediate delivery.—G.P. Balham, 2b & 137, Balham Hill, S.W.12. Battersea 1107, ext. 4. [C1091]

SLOCUMBS OF NEASDEN!!! for your new Greaves, terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3555—8 lines [C1115]

COMERFORDS for Greaves, 20 T.A. Scottish trials, from stock; exchanges.—Portsmouth Rd., Thames Ditton, Esherbrook 5531. [C1006]

HARLEY-DAVIDSON

1958 models and reconditioned 750/1000 cc models to order. Also available are guaranteed secondhand combinations from £100. All spare parts available.—P.W. Warr Ltd., 6/11 Kings Road, Fulham, S.W.6. Renown 2355. [C1001]

HARLEY-DAVIDSON SPARE PARTS

CLAUDE RYE, Ltd.—The largest stock in the world; brand new Harley spares and accessories; list available; trade and export inquiries welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R]

INDIAN SPARE PARTS

CLAUDE RYE, Ltd.—Huge stocks of brand new ex-W.D. Indian spares and accessories at rock-bottom prices; lists available; trade and export inquiries welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R]

JAMES

JOHN SURTEES, SEE a complete range of 1958 models plus a collection of clean, guaranteed used James at my West Wickham, Kent, showrooms.—Tel. Spring Park 3700. Hire purchase, part exchange; immediate delivery. [C1145]

If it's **BSA** THEN IT'S **Whitbys**

The Biggest Dealers in the Home Counties

100 NEW & USED B.S.A.s ALWAYS IN STOCK

If you are thinking of buying a B.S.A., Whitbys is the best place. Always a marvellous display of new and used models plus service supreme. A service built after 50 years' close association with the B.S.A. Company. Complete spares service "over the counter or C.O.D." and Exchanges and Easy Terms that speak for themselves. THAT'S why we sell so many B.S.A.s. Distance is no object. Drop us a postcard if you can't call, or phone SHE 5355.

HIGHEST EXCHANGES IMMEDIATE DELIVERY EASIEST TERMS

ALSO AREA DISTRIBUTORS FOR TRIUMPH—NORTON—ARIEL—MATCHLESS A.J.S.—FRANCIS-BARNETT—JAMES and all makes of Scooters



FOR THE GREATEST DISPLAY EVER

WHITBYS OF ACTON

SPARES DEPT.—TEL. SHE 6785

THE VALE, ACTON, LONDON, W.3

PHONE: SHEPHERDS BUSH 5355/6

Hours of Business: 9 a.m.—7 p.m. weekdays
Saturdays 6 p.m.

GEO CLARKE

250 MOPEDS SCOOTERS LIGHTWEIGHTS

AT 276/278 BRIXTON HILL, S.W.2

AMBASSADOR, '55, 197 Popular.....	\$40 10
ARIEL, '52, 200 c.c. Colt, sprgr., d/seat	\$40 10
ARIEL, '55, 200 o.h.v. Colt, sprgr., d/seat	\$40 10
S.S.A., '53, 125 c.c. D1 Bantam, sprgr.	\$70 10
S.S.A., '59, 195 c.c. D1 Bantam, sprgr.	\$35 10

S.E.A.	'64	125 c.c.	D1 Bantam, spgr., pump	825
S.E.A.	'84	125 c.c.	D1 Bantam, spgr., pill, panna	845
S.E.A.	'57	70 c.c.	Dandy, S/A. Bargain	860
S.E.A.	'57	70 c.c.	Dandy, S/A., new motor	880
S.E.A.	'65	125 c.c.	D1 Bantam, spgr. Doz. - 5000	895

32. S.A.	'67, 70 Dandy. Showroom condition	*****
33. S.A.	'68, 180 cc. D3 Bantam, spgr., 1/4slide	*****
34. S.A.	'67, 160 cc. D3 Bantam, S/A., d/seat	*****
35. BERINI	'66, 49 Moped. Excellent condition	*****
36. CYCLOMASTER	'84, '82 cc. Double Gent's Tandem.	*****
37. DAYTON	'68, 225 cc. Albatross, S/A. As new	*****
38. DAYTON	'67, 225 cc. Albatross, extra. Showroom cond.	*****
39. DAYTON	'67, 225 cc. Albatross, extra. Overhauled	*****
40. ENFIELD	'62, 135 cc. B.E. telex	*****
41. ENFIELD	'68, 180 cc. Ensign.	*****
42. ENFIELD	'63, 180 cc. Ensign, spgr., pillion	*****

EXCELSIOR, '67, 18 c.c. Ensign, sprg. As new	686 13
EXCELSIOR, '54, 98 c.c. Consort. Immaculate	686 13
EXCELSIOR, '52, 250 Tallman Twin	686 13
EXCELSIOR, '56, 150 c.c., sprg., panns. l/whisk	686 13
EXCELSIOR, '67, 98 c.c. Scoutabyke, sprg. As new	686 13
FRANCIS-BARNETT, '56, 150 c.c. Plover, S/A., d/st. w/cr.	679

FRANCIS-BARNETT, '80, 225 c.c. Cruiser 75, 8/A., d/seat	\$95 10
FRANCIS-BARNETT, '87, 235 c.c. Cruiser, 8/A., d/seat	\$120 10
HERCULES, '87, 49 c.c. Hercumotor. Immaculate seat	\$130 10
AMES, '39, 89 c.c. Autocycle, carr., w/screen, l/shields...	80 10
AMES, '82, 125 c.c. Cadet, h/change. Immaculate....	80 10
AMES, '81, 197 Captain de luxe, teles.....	145

AMES	'56, 150	c.c. Cadet de Luxe, 8/A.	Perfect.....	\$75 14
AMES	'65, 197	c.c. Captain, sprgr., d/seat	\$75 14
AMES	'57, 150	Model L15, 8/A., dualseat.	As new.....	\$85 19
AMES	'56, 197	c.c. Captain, 8/A., d/seat, w/screen	\$95 19
AMES	'55, 225	c.c. Colonel, 8/A., d/seat	\$95 19

AMES, '57, 197 c.c. Captain, 8/A, d/seat. As new	£106 10
AMBRETTA, '53, 125 c.c. LD., many extras	800 10
AMBRETTA, '55, 125 c.c. Model LD, extras £10	£75 10
AMBRETTA, '55, 125 LD, many extras	800 10
AMBRETTA, '54, 125 c.c. LD. w/scrn. pill. w/wheel	800 10

AMBRETTA, '57, 150 Model D, many extras.....	\$90 19
AMBRETTA, '56, 150 Model LD. As new. Bargain..	\$100 19
AMBRETTA, '57, 150 LDB, w/screen	\$110 19
AMBRETTA, '57, 150 LD, pill., carrier. As new	\$125 19
AMBRETTA, '57, 150 LDB Mark III. showroom cond.	\$130 19

AMBRETTA, '57, 150 Model D, many extras.....	\$90 19
AMBRETTA, '56, 150 Model LD. As new. Bargain..	\$100 19
AMBRETTA, '57, 150 LDB, w/screen	\$110 19
AMBRETTA, '57, 150 LD, pill., carrier. As new	\$125 19
AMBRETTA, '57, 150 LDB Mark III. showroom cond.	\$130 19

MERCURY, '57, 49 c.c. Mercette, teles., pill. Ex. cond...	\$45 10
MERCURY, '56, 49 c.c. Hermes Light Scooter	\$45 10
MINIMOTOR, '50, 49 cycle attachment on Gent's Cycle...	\$9 10
MOBYLETTE, '55/56, 49 Moped. Barwin	\$10

NOBYLETTE, '57, 49 Mohymatic, w/screen	.....	200
I.S.U., '55, Quickly, Immaculate	.....	200
I.S.U., '56, 49 Quickly. As new	.....	200
I.S.U., '56, 125 c.c. Fox, s/arm	.....	200
HILLIPS '55 49 Moned. Ex condition	.....	200

LATTI, '57, 125 Scooter, d/seal, s/wheel	\$800
POWERPAK, '53, 49 c.c. Cycle attachment on Tandem	\$110
UN, '56, 98 c.c. 2 speed, carrier, l/shields	\$65
ERROT, '57, Scooter, pill, s/w/h., w/scrn.	\$105
THUNDER, '55, 200 c.c. T 250, s/w/h., s/scrn.	\$67

TRIUMPH , '66, 200 o.h.v. T20, 8/A, d/went	207 19
ELOCETTE , '52, 200 LE, s.v., 8/A, pillion	208 19
ELOCETTE , '57 reg., 200 LE, s.v., 8/A. Perfect.....	209 19
ELOCETTE , '55, 200 s.v. LE, 8/A, d/went, w/scrn., panna.	210 19
TWO COINERS , SET 100 - 2 h. v. 27-horse, 2nd. 1st. 2nd. 3rd. 4th. 5th. 6th. 7th. 8th. 9th. 10th. 11th. 12th. 13th. 14th. 15th. 16th. 17th. 18th. 19th. 20th. 21st. 22nd. 23rd. 24th. 25th. 26th. 27th. 28th. 29th. 30th. 31st. 32nd. 33rd. 34th. 35th. 36th. 37th. 38th. 39th. 40th. 41st. 42nd. 43rd. 44th. 45th. 46th. 47th. 48th. 49th. 50th. 51st. 52nd. 53rd. 54th. 55th. 56th. 57th. 58th. 59th. 60th. 61st. 62nd. 63rd. 64th. 65th. 66th. 67th. 68th. 69th. 70th. 71st. 72nd. 73rd. 74th. 75th. 76th. 77th. 78th. 79th. 80th. 81st. 82nd. 83rd. 84th. 85th. 86th. 87th. 88th. 89th. 90th. 91st. 92nd. 93rd. 94th. 95th. 96th. 97th. 98th. 99th. 100th. 101st. 102nd. 103rd. 104th. 105th. 106th. 107th. 108th. 109th. 110th. 111th. 112th. 113th. 114th. 115th. 116th. 117th. 118th. 119th. 120th. 121st. 122nd. 123rd. 124th. 125th. 126th. 127th. 128th. 129th. 130th. 131st. 132nd. 133rd. 134th. 135th. 136th. 137th. 138th. 139th. 140th. 141st. 142nd. 143rd. 144th. 145th. 146th. 147th. 148th. 149th. 150th. 151st. 152nd. 153rd. 154th. 155th. 156th. 157th. 158th. 159th. 160th. 161st. 162nd. 163rd. 164th. 165th. 166th. 167th. 168th. 169th. 170th. 171st. 172nd. 173rd. 174th. 175th. 176th. 177th. 178th. 179th. 180th. 181st. 182nd. 183rd. 184th. 185th. 186th. 187th. 188th. 189th. 190th. 191st. 192nd. 193rd. 194th. 195th. 196th. 197th. 198th. 199th. 200th. 201st. 202nd. 203rd. 204th. 205th. 206th. 207th. 208th. 209th. 210th. 211st. 212nd. 213rd. 214th. 215th. 216th. 217th. 218th. 219th. 220th. 221st. 222nd. 223rd. 224th. 225th. 226th. 227th. 228th. 229th. 230th. 231st. 232nd. 233rd. 234th. 235th. 236th. 237th. 238th. 239th. 240th. 241st. 242nd. 243rd. 244th. 245th. 246th. 247th. 248th. 249th. 250th. 251st. 252nd. 253rd. 254th. 255th. 256th. 257th. 258th. 259th. 260th. 261st. 262nd. 263rd. 264th. 265th. 266th. 267th. 268th. 269th. 270th. 271st. 272nd. 273rd. 274th. 275th. 276th. 277th. 278th. 279th. 280th. 281st. 282nd. 283rd. 284th. 285th. 286th. 287th. 288th. 289th. 290th. 291st. 292nd. 293rd. 294th. 295th. 296th. 297th. 298th. 299th. 300th. 301st. 302nd. 303rd. 304th. 305th. 306th. 307th. 308th. 309th. 310th. 311st. 312nd. 313rd. 314th. 315th. 316th. 317th. 318th. 319th. 320th. 321st. 322nd. 323rd. 324th. 325th. 326th. 327th. 328th. 329th. 330th. 331st. 332nd. 333rd. 334th. 335th. 336th. 337th. 338th. 339th. 340th. 341st. 342nd. 343rd. 344th. 345th. 346th. 347th. 348th. 349th. 350th. 351st. 352nd. 353rd. 354th. 355th. 356th. 357th. 358th. 359th. 360th. 361st. 362nd. 363rd. 364th. 365th. 366th. 367th. 368th. 369th. 370th. 371st. 372nd. 373rd. 374th. 375th. 376th. 377th. 378th. 379th. 380th. 381st. 382nd. 383rd. 384th. 385th. 386th. 387th. 388th. 389th. 390th. 391st. 392nd. 393rd. 394th. 395th. 396th. 397th. 398th. 399th. 400th. 401st. 402nd. 403rd. 404th. 405th. 406th. 407th. 408th. 409th. 410th. 411st. 412nd. 413rd. 414th. 415th. 416th. 417th. 418th. 419th. 420th. 421st. 422nd. 423rd. 424th. 425th. 426th. 427th. 428th. 429th. 430th. 431st. 432nd. 433rd. 434th. 435th. 436th. 437th. 438th. 439th. 440th. 441st. 442nd. 443rd. 444th. 445th. 446th. 447th. 448th. 449th. 450th. 451st. 452nd. 453rd. 454th. 455th. 456th. 457th. 458th. 459th. 460th. 461st. 462nd. 463rd. 464th. 465th. 466th. 467th. 468th. 469th. 470th. 471st. 472nd. 473rd. 474th. 475th. 476th. 477th. 478th. 479th. 480th. 481st. 482nd. 483rd. 484th. 485th. 486th. 487th. 488th. 489th. 490th. 491st. 492nd. 493rd. 494th. 495th. 496th. 497th. 498th. 499th. 500th. 501st. 502nd. 503rd. 504th. 505th. 506th. 507th. 508th. 509th. 510th. 511st. 512nd. 513rd. 514th. 515th. 516th. 517th. 518th. 519th. 520th. 521st. 522nd. 523rd. 524th. 525th. 526th. 527th. 528th. 529th. 530th. 531st. 532nd. 533rd. 534th. 535th. 536th. 537th. 538th. 539th. 540th. 541st. 542nd. 543rd. 544th. 545th. 546th. 547th. 548th. 549th. 550th. 551st. 552nd. 553rd. 554th. 555th. 556th. 557th. 558th. 559th. 560th. 561st. 562nd. 563rd. 564th. 565th. 566th. 567th. 568th. 569th. 570th. 571st. 572nd. 573rd. 574th. 575th. 576th. 577th. 578th. 579th. 580th. 581st. 582nd. 583rd. 584th. 585th. 586th. 587th. 588th. 589th. 590th. 591st. 592nd. 593rd. 594th. 595th. 596th. 597th. 598th. 599th. 600th. 601st. 602nd. 603rd. 604th. 605th. 606th. 607th. 608th. 609th. 610th. 611st. 612nd. 613rd. 614th. 615th. 616th. 617th. 618th. 619th. 620th. 621st. 622nd. 623rd. 624th. 625th. 626th. 627th. 628th. 629th. 630th. 631st. 632nd. 633rd. 634th. 635th. 636th. 637th. 638th. 639th. 640th. 641st. 642nd. 643rd. 644th. 645th. 646th. 647th. 648th. 649th. 650th. 651st. 652nd. 653rd. 654th. 655th. 656th. 657th.	

ESPA, '34, 125 c.c. Scooter, pill., carr.....	\$40 10
ESPA, '35, 125 c.c. Scooter, w/scrn., pill., carr.....	\$70 10
ESPA, '35/36, 125 c.c. Scooter, many extras	\$80 10
ESPA, '37, 125 Scooter, d/scrn., blue/grey, under 1,000..	\$110 10

GUNDAPP, '85/86 Combinette. As new	£95 10
GUNDAPP, '86, 200 Model 2008, 8/A., d/seat	£95 10
GUNDAPP, '86, 200 Bella, 8/A., pill., carr., w/scrn, black	£109 10
GUNDAPP, '86, 200 Model 2008, 8/A., d/seat. Bargain	£119 10

AT 375/379 HIGH ST. ACTON W1

U.S.A., '50, 125 Bantam, teles., extras.....	\$89 10
U.S.A., '53, 125 Bantam, teles., sprg., batt. lighting	\$92 10
U.S.A., '55, 150 lb. Bantam, Males, teles., extra, direct etc.	\$95 10

U.S.A., '55, 100 c. Bantam Major, teles., sprgr., d/seat, etc.	500
U.S.A., '55, 150 Bantam Major, teles., sprgr., batt. lighting	500
U.S.A., '56, 150 c.c. Bantam Major, teles., sprgr., d/seat ..	500
CYCLEMATE, '56/7, 32 c.c. Moped, excellent condition	250
EXCELSIOR, '51, 125 Villiers, teles.	500

BARNETT, '64	125	Kestrel, teles., springer, dual seat	\$900
BARNETT, '66	197	Villiers Falcon, teles., spgr., d/seat	\$1,100
BARNETT, '67	250	Villiers Cruiser, teles., s/arm, d/seat	\$1,200
BEEVES, '62	225	T/B Westminster, teles., s/arm, d/seat	\$1,100

TOM, '56, 48 c.e. Moped, teles., s/frame	\$20 10
JAMES, '53, 125 Cadet, teles., springer, dual seat	\$40 10
JAMES, '53, 197 Villiers Captain, teles., sprgr., dual seat	\$50 10
JAMES, '57, 197 Villiers Captain, teles., s/arm, d/seat ..	\$115 10
A MOTO	

RIEDLER, '57, 49 c.c. Model J50 Moped. As new	£30 10
RIEDLER, '57, 49 c.c. Model J51, s/arm, Moped	£40 10
LAMBRETTA, '54, 125 t/s. I.D. de Luxe Scooter, extras..	£60 10

LAMBRETTA, '56, 150 LD Scooter, s/arm	\$100 10
LAMBRETTA, '56, 150 LD Scooter, sp. wr. carrier, etc.	\$100 10
MAICO MOBIL, '57, 200 c.c. Super Scooter, 1,700 m., as new	\$145 10

ORMAN, '54, 98 c.c. 2-speed Moped. V. clean.....	\$229	10
ORMAN, '55/56, 197 Villiers Model B28, teles., s/arm ..	\$660	18
ORMAN, '57, 197 c.c. Villiers, teles., s/arm, dual seat ..	\$850	10
ORMAN, '58, 200 c.c. Villiers, teles., dual seat ..	\$1195	10

OKMAN, '57, 259 Anzani, teles., s/arm, 2,700 miles ..	\$115
ANTHER, '56, 197 Villiers Model 10/3, teles., s/arm, d/seat	\$79 10
OK, '55, 98 c.c. Villiers Hornet, tubular link forks	\$40 10

3 Reserves any model. Exchanges Welcomed. H.P. Accounts
 100% Settlement. Pay Deposit, Ride Away. 24 months to pay. Total
 Specialists. 24-hour service. Write for Money Saving Lists.

76 BRIXTON HILL, S.W.2 TUL⁴⁰ Hill 3211
75 HIGH ST., ACTON. W.3 ACOT⁷³ 05-43

LAMBRETTA

GODFREYS, Ltd., appointed dealers all depots, including Leytonstone. See display advert. (C1052/R)
LAMBRETTA—Loxham's Motor Cycle House; exchange, h.p. terms.—Tel. 4242 Preston. 10044/R
ELEANOR MOTORS for Lambretta, terms, exchange, 265, Mare St., Hackney, E.8. Amherst 5134. (C1012)

WHITBYS for bargains in used Lambrettas.—215, Acton Vale, London, W.3. Shep. Bush 3355. (C1128/R)

SLOOMBS OF NEASDEN!!! for your new Lambretta, terms and exchange.—239-271, Neasden Lane, N.W.10. Gladstone 3555—8 lines. (C1115)
HUDDESFIELD—Lambretta, immediate delivery terms.—Arnold Moore, Oxford St. Garage, Tel. 3483. (C1046/R)

HARRY NASH all models, all colours in stock, tax insurance all on 24 months Hire Purchase.—391, King Street, Hammersmith, W.6. Riverside 2837-8. (C1090)

New Lambrettas from £25/12/2 down, 24 instalments £2/4/8 (cash price £71/17/6); reduced hire purchase and insurance rates.—H. A. Saunders, Highfield, London N.W.10. Gladstone 3555—8 lines. (C10035)

WHITE & MARTIN for the Lambretta Scooter; terms, part exchange, etc.—18, Ashfield Parade, Southgate, N.14. Palmers Green 1035. (C1052/S)

J. DOUBBLE (MOTOR CYCLES), Ltd., 1958 Lambretta agents; terms, spares, service, repairs.—124-4 Midway Parade, Cranbrook Rd., Barkingide, E.12. Tel. Val. 0191. (C1119/R)

COMERFORDS for Lambrettas, new and second-hand, exchange; terms; we offer first-class service facilities and are appointed Lambretta service agents.—Purmouth Rd., Thames Ditton, Esherbrook 5531. (C10106)

ELITE MOTORS for your new Lambretta; every model for immediate delivery; spares, accessories and officially appointed Lambretta service station.—951, Garratt Lane, Tooting Broadway, S.W.7. Balham 1200. (C1169/R)

LAMBRETTA WANTED

R. ROWLAND SMITH'S, the Lambretta buyers.—Hamstead High St., London, N.W.3. Ham. 6041. (W1114/R)

GEORGE CLARKE pay most for Lambretta.—278, Brixton Hill, S.W.2. Tulse Hill 3211. (W1019)

POTNEY AUTOS purchase good used Lambrettas; exchange, etc.—263, Putney Bridge Rd., S.W.15. Putney 1186. (W1138/R)

CLAUDE RYE, Ltd., urgently require all models in good condition. Get our price first! H.P. accounts settled. We pay carriage.—895-921, Fulham Rd., S.W.6. Renown 6174. (W1105/R)

LAMBRETTA SPARE PARTS

SPEEDWAY OF ACTON, largest Lambretta stockists in Great Britain; all spares and accessories; same as c.o.d.—314, Uxbridge Rd., W.3. Acton 5031-2. (S1121/R)

PALMERS for Lambretta spares and service.—81, Staney Rd., Teddington, Molesey 1646. (S11003)

GEORGE GROSE, Ltd., 834, High Rd., N.12, Hill 5149. All spares & Access. c.o.d. service. (C0553)

GEORGE GROSE, Lambretta spares, 125/150; prompt c.o.d.—R. Mailly St., 144, Micklegate, York, 28017. (W0073/R)

ELEANOR MOTORS, Lambretta spares and service. Lambretta trained mechanics, all special tools; spare parts, Hackney, E.8. Amherst 3923. (C0237)

MOORES OF TOTTEHAM for genuine Lambretta spares and accessories.—649-653, High Rd., Tottenham N.17. Tel. Tottenham 2440. (C1016/R)

GODFREYS, Ltd., for special Lambretta service, spares, factory trained mechanics, all special tools; depots in the London area.—See display advertisement. (S1052/R)

ASTON AUTO MOTORS OF BIRMINGHAM—Complete range Lambretta spares and accessories; trade and retail; prompt c.o.d.—172-177, Aston Rd., Birmingham, 6. Aston Cross 3201-2. (A0496/R)

MALICO

MALICO (GREAT BRITAIN), Ltd., 81a, Gloucester Rd., S.W.7. Tel. Fenchurch 4519-3. Spares and accessories; 23, Astwood Mews, S.W.7. Tel. Fenchurch 518. Sole concessionaires U.K. for Malicoletta 247cc and 300cc super scooter and Malcomobil 197cc, totally enclosed. All spares from stock. (C0602/R)

CULTO MOTORS, Ltd., for your new Malico Typhoon 400cc twin immediate delivery, all colours. Terms and exchange, genuine after-sales service.—7, East Hill, Wandsworth, S.W.18. Vandyke 0055. (C0055)

GODFREYS, Ltd.—Appointed dealers all depots, including Leytonstone, E.11. See display advert. (C1052/R)

SLOOMBS OF NEASDEN!!! for your new Malico; terms and exchange.—239-271, Neasden Lane, N.W.10. Gladstone 3555—8 lines. (C1115)

EARLY deliveries of these models are usually possible if you order through Nick Lancaster, 55, Valiente Drive Blackpool. Tel. 24720. (C1047)

CLAUDE RYE—Immediate delivery new Malicos. Choice of colours; terms.—895-921, Fulham Rd., London, S.W.6. Renown 6174. (C1105/R)

CULTO MOTORS, Ltd., for your new Malicoletta or Malcomobil; immediate delivery from stock; construction models available.—See display advertisement and exchange, genuine after-sales service.—7, East Hill, Wandsworth, S.W.18. Vandyke 0055. (C0028)

SPORTSMAN'S CHOICE

- '57 **GOLD STAR**, Clubmans, 350 c.c., 5 gallon tank, alloy rims, rev. counter, speedometer, 190 mm., front brake, 1,200 miles only, really one off. (Cost £360) £308
- '58 **GOLD STAR**, Clubmans, 500 c.c. 24 miles only (too sporting for owner), unscratched £296
- '55 **GOLD STAR**, Clubmans, 350 c.c., rev. counter, speedometer, nearly new tyres, 5,000 miles, fairly low mileage ... £218
- '56 **GOLD STAR**, Clubmans, 500 c.c., very low mileage, one owner, 190 mm. front brake, immaculate £248
- '56 **NORTON**, International, Featherbed, 500 c.c., grey and chrome finish, Avon Fairing in matching colours, exceptional £238
- '57 **NORTON**, 350 c.c. International, Featherbed, grey and chrome finish, one owner (good for a ton) £235
- '57 **M.V. MODELLO**, sports, 175 c.c., full width brakes, large tank, dual seat, red and chromium finish £195
- '54 **TRIUMPH**, Tiger 100, alloy motor, blue and chrome finish, good tyres, excellent throughout £168
- '57 **MATCHLESS**, 500 c.c., black and chrome finish, carriers, pannier, Avon Fairing, chromium crash bars, 3,000 miles, unmarked £199
- '55 **B.S.A.**, Shooting Star, 500 c.c., green and chrome finish, carrier, Avon Fairing, excellent throughout £175
- '56 **TRIUMPH**, 6T, silver and chrome, dual seat, mirror, unmarked £198
- '55 **TRIUMPH**, 6T Thunderbird, blue and chrome finish, Avon Fairing in matching colours, s/arm £168
- '56 **TRIUMPH**, Trophy TR6, 650 c.c., dual seat, s/arm, blue and chrome, chromium headlamp £189
- '57 **D.K.W.**, 350 c.c., 2-stroke Twin, black and chrome, s/arm, full width hubs, one owner, very low mileage £185
- '58 **AMBASSADOR**, Twin, 250 c.c., black and chromium, full width hubs, s/arm, dual seat, 1,000 miles £168
- '52 **NORTON**, 500 c.c. Manx, drop bars, short forks, conical hubs, front and rear, large bolt through tank, fitted with kickstart, Lucas Magdyno lighting, rev. counter, dual pad, sprung frame, nearly new tyres, bargain £118
- '51 **VINCENT**, 1,000 c.c., Rapide, good tyres, motor recently overhauled, exceptional £148
- '54 **NORTON**, 88, Featherbed, nearly new tyres, grey and chromium, sound motor £145

£5 DEPOSIT RESERVES ANY OF THE ABOVE

COMERFORDS

LTD.

THAMES DITTON, SURREY

Station: SURBITON—15 minutes from Waterloo

Open 9 a.m. till 7 p.m. Saturdays: 9 a.m. till 6 p.m.

Telephone: EMBERBROOK 5531 (PBX)

MALICO

RON MCKENZIE, 961, Chester Rd., Stretford, Lancs. Sales, service.—Longford 2100. (C1086)

SPEEDWAY OF ACTON for immediate delivery all models and colours from stock.—310, Uxbridge Rd., Acton, W.3. Acton 5031-2. (C1121)

THE north eastern largest distributors; we can definitely give immediate delivery 250 and 277 Malicoletta, Malcomobil and 400 Talium motor cycle.—Ken Blakey, 58, Anaby Rd., Hull 16420. (C0026/R)

MATCHLESS

MATCHLESS MOTOR CYCLES, Plumstead Rd., S.E.18. Tel. Woolwich 1223. (C1018/R)

JOHN SUFTES

SEE a complete range of 1958 models plus a collection of clean, guaranteed used Matchless at my West Wickham Kent, showrooms.—Tel. Spring Park 3700. Hire purchase, part exchange; immediate delivery. (C1145)

HARRY NASH 12½% off brand new 1957 models. 1956 G80S one very careful owner; £165. H.—1949 Sept. G80 and saloon s/car, bargain; £25.—391, King Street, Hammersmith, W.6. Riverside 2837-8. (C1090)

ARCHER OF ALDERSHOT for Matchless, etc., spares and service.—Victoria Rd. Tel. 323. (C0363/R)

£130—1954 Matchless G80 500cc combination, Chadwell Heath, Romford. (7599)

POTNEY AUTOS for your new Matchless; immediate delivery; terms and exchange.—263, Putney Bridge Rd., S.W.15. Put. 1186. (C1138/R)

SLOOMBS OF NEASDEN!!! for your new Matchless; terms and exchange.—239-271, Neasden Lane, N.W.10. Gladstone 3555—8 lines. (C1115)

MATCHLESS G80S 500, s/arm, immaculate condition; £200 o.n.o.—Woodhouse, Winterbourne Gunner, Salisbury, W. Gunner 280. (7578)

WHITBYS OF ACTON—New models in stock; exchange, h.p. spares.—263/273, Acton Vale, London, W.3. She. 5555 (Showrooms; She. 6785 (Spares); (C1128/R)

39ms—Matchless 1946, 500cc ohv, very good condition, free tax and insurance; terms, exchange; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. (C1114)

MATCHLESS WANTED

R. ROWLAND SMITH'S, the Matchless buyers.—Hamstead High St., London, N.W.3. Ham. 6041. (W1114/R)

GEORGE CLARKE pay most for Matchless.—278, Brixton Hill, S.W.2. Tulse Hill 3211. (W1019)

CLAUDE RYE, Ltd., urgently require all models in good condition. Get our price first! H.P. accounts settled. We pay carriage.—895-921, Fulham Rd., S.W.6. Renown 6174. (W1105/R)

WE pay £10 more for Matchless; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m. 6-day. Reading 2237. (W1039)

MATCHLESS SPARE PARTS

JOE FRANCIS MOTORS, Ltd.—100% Matchless spares. C.O.D. and exchange service. (C1076)

340—Footscray Rd., New Eltham, S.E.9. Eltham 10176

CLAUDE RYE, Ltd.—Matchless spares specialist; 895-921, Fulham Rd., S.W.6. Renown 6174. (S1105/R)

CLAUDE RYE, Ltd.—Large stocks of spares for post-war and ex-W.D. models.—895-921, Fulham Rd., S.W.6. Renown 6174. (S1105/R)

OSGOOD & COATES, Ltd.—Matchless specialist; spares and repairs.—781-5, Old Kent Rd., London, S.E.15. New Cross 0513. (S1094)

GUS KUHN—Genuine Matchless spares stockists.—278, Clapham Rd., S.W.9. Brixton 5604 and 9435. Prompt c.o.d. by return service. (C0135/R)

ELITE MOTORS (TOOTING), Ltd., 951-961, Garratt Lane, Tooting Broadway, S.W.17. Balham 1200.—Vast range of Matchless spares. Call or sent. C.O.D. (S1169/R)

KAYS OF EALING, Ltd.—Matchless spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. (S1075/R)

POTNEY AUTOS—Genuine spares for post-war models; also genuine Burman gear box spares; 24-hour c.o.d. service.—263, Putney Bridge Rd., S.W.15. Putney 6807. (S1138/R)

C.O.D. and service units, £10,000 spares in stock.—Rapid 64-74, Godstone Rd., Whyteleafe, Surrey. Tel. 0695 and 259-269, Haydon Rd., Witley, S.W.19. Cherrwood 5202-3. (S1162/R)

GODFREYS, Ltd.—Matchless and Burman spares stockists; c.o.d.—226-234, London Rd., Croydon, Croy. 3641-3. 208-210, Great Portland St., W.1. S.W.15. 4632-4, 418, Romford Rd., Forest Gate, E.7. Gra. 1234-5. 220, Barking Rd., E. Ham. Gra. 8088. 94-96, High Rd., Tottenham Sta 5555. (S1052/R)

MOTO GUZZI

K.V.P. MOTORS, Ltd.—Zigolo 96cc in stock; £109/19/6; terms.—Central Parade, Gunnersbury Lane, W.3. Acton 6005. (C1068)

PRIDE & CLARKE, main agents 98cc Zigolo super sports; £109/19/6; ¼ deposit immediate acceptance; 24 monthly payments; tax and insurance included in terms; exchange; catalogue free.—158, Stockwell Rd., S.W.9. Bri. 6251. (C1098/R)

M.V.

MV DISTRIBUTORS, Ltd., Regent House, 235, Regent St., London, W.1. (0084/R)

COMERFORDS for M.V., new and second-hand—Thames Ditton, Surrey.—Emb. 5531 (6 lines). (C1006)

NORMAN SPARE PARTS

YOUNG'S—Complete stocks; prompt despatch.—20-32, Tooting Bec Rd., London, S.W.17. Bal. 7791. (81134/R)

NORTON

NORTON MOTORS, Ltd., Bracebridge St., Birm. ham. (0091/R)

JOHN SURTEES.

SEE a complete range of 1958 models plus a collection of clean, guaranteed used Nortons at my West Wickham, Kent, showrooms.—Tel. Spring Park 3700 hire purchase, part exchange, immediate delivery. (C1145)

ROWLAND SMITH'S for Norton.

NEW models in stock.

FREE tax and insurance with second-hand motor cycles.

205 gns.—Norton twin late 1956, 600cc ohv model 99, swinging arm, exceptional condition; choice of 2: terms, exchanges.—Rowland Smith, below.

125 gns.—Norton twin 1954 (registered 1955) 497cc ohv Dom-nator, swinging arm, one owner; choice 5 Dominators; terms, exchanges.—Rowland Smith, below.

115 gns.—Norton 1954, 500cc ES2 ohv, swinging arm, carefully used; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. (C1114)

MAC'S MOTORCYCLES (Park Royal) offer:—

1957 Norton 500cc ES2, 4,900 miles, as new; £179.

MAC'S MOTORCYCLES, 5, Cinema Parade, Western Ave., Park Royal, W.5. Festival 4092. (7622)

MATTHEWS OF STOCKWELL, Ltd., 55, Stockwell Rd., S.W.9.

1957 Norton model 99 600 twin, negligible mileage, immaculate; £215. (1066/R)

1957 (late) Norton model 99, fitted with Swallow Jet 80 silecer, red matching, immaculate, as new; £289.—Terms and exchanges.

ARCHER OF ALDERSHOT for Norton, etc., spares and service.—Victoria Rd. Tel. 323. (1066/R)

S19 Maxstoke 1955, little used, showroom condition; £325.—15, Hogg Lane, Furton, Wilts. (7626)

COMERFORDS for Nortons, new and second-hand, 1,000 machines in stock.—Thames Ditton, Surrey. (C1006)

OSGOOD & COATES, Ltd., Norton main dealers, 781-5, Old Kent Rd., S.E.15, New Cross 0512. (C1094)

ELEANOR MOTORS for Norton, terms, exchanges.—285, Mare St., Hackney, E.8. Amherst 5134. (0315)

1953 Norton ES2 500cc s/a/rm, legshields, d/seal, genuine, owner abroad; £92/10.—Ramsden Heath 362. (7628)

ERIC KENNARD & Co. can supply your new Norton and all spares requirements.—19, Station Rd., N.3. Finchley 3568. (0091/R)

PUTNEY AUTOS for your new Norton: immediate delivery; terms and exchanges.—263, Putney Bridge Rd., S.W.15. Put. 1186. (C1138/R)

SLOCOMBES OF NEADEN!!! for your new Norton: S terms and exchanges.—239-271, Neaden Lane, N.W.10. Gladstone 3355-8 lines. (C1115)

REX JUDD have all 1958 models, immediate delivery and hire purchase; your present model at current value in part exchange.—High St., Edgware 3944/0862. (C1077)

WHITBYS OF ACTON—New models in stock, exchanges, h.p., spares.—263/273, Acton Vale, London, W.3. She. 5355 (Showroom); She. 6785 (Spares). (C1128/R)

NORTON WANTED

ROWLAND SMITH'S, the Norton buyers.—Hampstead High St., London, N.W.3. Ham. 6041. (W1114/R)

SMITH'S, 86, Chalk Farm Rd., N.W.1. want Nortons.—Gul 2767. (0069/R)

GEORGE CLARKE pay most for Norton.—278, Brixton Hill, S.W.2. Tulse Hill 3211. (W1019)

CLAUDE RYE, Ltd., urgently require all models in good condition. Get our price first! H.P. accounts. We pay carriage.—995-921, Fulham Rd., S.W.6. Renown 6174. (W1105/R)

WE pay £10 more for Norton; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6-day. Tel. Reading 2/37. (W1039)

NORTON SPARE PARTS

TAYLOR MATTERSON.

NORTON spare parts specialists; largest selection of new genuine Norton spares in the south of England; all available parts in stock, prompt c.o.d. service.—Call, write or phone 74, Bedford Hill, Bournemouth, W.19. Balm 4301-2. (0551/R)

GEO CLARKE WANTED 3000 MOTOR CYCLES COMBINATIONS SCOOTERS 3 Wheelers For TOP CASH OR PART EXCHANGE 1958 MODELS

- Cash on the spot or 24 hours post.
- H.P. Accounts settled.
- Any make or model purchased.
- England's Leading Postal Purchasers.
- Quotation without obligation by return of post.
- Carriage Paid.
- Representative will call in London area.
- Trade enquiries invited.

Wherever you live it will pay you to sell your motor cycle to George Clarke who pay most. Just read what our postal customers say:

Thanking you for the cheque which I received this morning. Thank you also for your courteous attention and quick service. D.M.

I am very pleased with the deal and I received cheque. I will recommend my friends to you. G.E.B.

Many thanks for cheque received. I shall be pleased to recommend your firm to my friends in the future for either a "sale" or a "buy." M.D.O.C.

Please give top cash offer for my

Please give top exchange allowance for my

Make Year

Model c.c.

Sidcar chassis

Model Year

Condition

Price required

Name

Address

MC244

WRITE, PHONE OR CALL NOW

276 BRIXTON HILL, S.W.2 Phone: Tulse Hill 3211

275 HIGH ST., ACTON, W.3 Phone: ADO 6543

NORTON SPARE PARTS

C.O.D. by return post c.o.d.

ALL Norton gear box spares.

INCLUDING 1956-57-58 A.M.C. gear boxes.

JOE FRANCIS MOTORS, Ltd., 340, Footscray Rd., New Eltham, S.E.9.

C.O.D.—Tel. Eltham 1573, c.o.d. (0158/R)

CLAUDE RYE, Ltd., Norton specialists.—Comprehensive range; immediate c.o.d.—895-921, Fulham Rd., London, S.W.6. Renown 6174. (81105/R)

H. L. DANIELL, the Norton expert.—Comprehensive spares service, c.o.d. by return.—65, Dartmouth Rd. Forest Hill, S.E.23. For. 5895. (0082/R)

G. COFFEYS, Ltd., Norton spares stockists; c.o.d.—226-234, London Rd., Croydon, C.9. 3941; tel. 220, Barking Rd., E.6. Gra. 8088. (81103/R)

CLAUDE RYE, Ltd.—Large stocks of spares for new and ex-W.D. models; list free.—895-921, Fulham Rd., S.W.6. Renown 6174. (81105/R)

KAYS OF EALING, Ltd., Norton spares stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St. Ealing, W.5. Eal. 2387. (81095/R)

GUS KUHN MOTORS invite you to try us. Genuine Norton spare parts.—275, Clapham Rd., Stockwell, London, S.W.9. Tel. Brixton 5604 and 900. Prompt c.o.d. by return service. (018/R)

NORTON SERVICE

£2/10.—Norton tanks, stored, lined originality guaranteed; tank reconditioning, 1,000 service tanks.—Malcolm (Enamellers), Monmore Green, Walthamton. (768)

N.S.U.

HUMPHREYS.

HUMPHREYS N.S.U. Distributors for North London. Immediate delivery, Super Max, Prima Scooter and Quicky; full range of Quicky and Prima spares, c.o.d. or c.o.d.—Humphreys, Ltd., 122, Hampstead Rd., N.W.1. Euston 3326 Sales and Euston 6536 Spares. (C1098/R)

ELEANOR MOTORS for N.S.U. terms, exchanges.—265, Mare St., Hackney, E.8. Amherst 5134. (0315)

WHITBYS.—Grand display N.S.U., Prima and Quicky.—273, Acton Vale, London, W.3. She. 5355. (C1128/R)

SLOCOMBES OF NEADEN!!! for your new N.S.U. Primas, etc.; terms and exchanges.—239-271, Neaden Lane, N.W.10. Gladstone 3355-8 lines. (C1115)

CLAUDE RYE.—Immediate delivery new 5 Star Prima, choice of colours; terms.—895-921, Fulham Rd., S.W.6. Renown 6174. (C1102/R)

WEST END MOTORS.—N.S.U. Max special in stock for immediate delivery; terms and exchanges.—179, Upper Tooting Rd., S.W.17. Balm 4232. Also at 171, High St., S.E.15. New Cross 5118. (7628)

PANTHER

GEORGE CLARKE (MOTORS), Ltd., the Panther specialists, for new and used models.—275, High St., Acton W.3. Acton 6543. (C1018/R)

SLOCOMBES OF NEADEN!!! for your new Panther: S terms and exchanges.—239-271, Neaden Lane, N.W.10. Gladstone 3355-8 lines. (C1115)

RAPID MOTORS.—Every Panther available from stock including model 55 250 twin; largest distributors in the country.—269, Haydon Rd., W.19. Ch. 3202-3, and 70-74, Godstone Rd., Whiteale, Surrey. Uplands 0895. (C1165/R)

PANTHER WANTED

GEORGE CLARKE pay most for Panther.—275, Brixton Hill, S.W.2. Tulse Hill 3211. (W1019)

ROWLAND SMITH'S the Panther buyers.—Hampstead High St., London, N.W.3. Ham. 6041. (W1114/R)

WE pay £10 more for Panther; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6-day. Tel. Reading 2/37. (W1039)

PANTHER SPARE PARTS

GEORGE CLARKE, Ltd., largest stockists in England; c.o.d. by return.—73, New Park Rd., S.W.2. Tulse Hill 3211. (81018/R)

PANTHER spares, c.o.d. by return, nearest agent: Panther works—Newton Motors, 397, Manchester Rd., Bradford 29719. (7558)

JOLLY & KNOTT, Panther spares specialists, largest stock in London; c.o.d. by return.—Please note our new address: 28, Loompit Hill, Lewisham. (81065/R)

C.O.D. 24 hours service, largest spare stockist in Great Britain, this is fact, not fiction; exchanges units in stock.—Rapids, 259-269, Haydon Rd., W.19. Ch. 3202-3. Cherrywood 3202-3. (81128/R)

PHENIX

ROWLAND SMITH'S for Phoenix.

NEW and demonstration models in stock; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. (C1114)

G.H. CYCLES, Harrow Weald, 429, High Rd., Harrow 6858.—Phoenix main dealers. (0813)

PIATTI

PIATTI—Lorham Motor Cycle House; exchanges; h.p. terms.—Tel. 4242 Preston. (0049/R)

NAYLOR & BOOTH LTD



PART EXCHANGE

your present mount for any new 1958 model.

It will PAY you to see us FIRST

Existing h.p. a/c's settled. Cash refund in our allowance exceeds the One-Third deposit required: terms over two years. Ride away on your new model today!

NEW MOTORCYCLES

A.J.A.	16MS	350 c.c.	£233	18	2
A.J.A.	18S	350 c.c.	£247	12	7
A.J.A.	20	350 c.c.	£247	6	9
A.J.A.	30	400 c.c. Twin	£258	15	11
AMASADOR	Popular	150 c.c.	£124	15	0
AMASADOR	Statesman	175 c.c.	£127	6	11
AMASADOR	Supra	250 c.c. Twin	£193	7	3
ARIEL	Colt	300 c.c.	£155	19	0
ARIEL	Red Hunter	350 c.c.	£210	15	9
ARIEL	Red Hunter	500 c.c.	£225	14	6
ARIEL	VB	600 c.c. S.V.	£292	1	1
ARIEL	Huntmaster	650 c.c. Twin	£268	10	4
A.S.A.	Bantam	125 c.c.	£102	6	11
A.S.A.	Bantam Super	175 c.c.	£127	4	11
A.S.A.	C12	350 c.c.	£195	5	11
A.S.A.	B31	350 c.c. O.H.V.	£239	10	10
A.S.A.	Shooting Star	350 c.c. Twin	£265	14	5
A.S.A.	Golden Flash	450 c.c. Twin	£261	19	6
SPEDAL	Ensign III	150 c.c.	£115	17	0
SPEDAL	Cruiser	250 c.c.	£212	1	6
SPEDAL	Clipper	350 c.c.	£232	18	6
SPEDAL	Meteor	700 c.c. Twin	£373	18	5
SPEDAL	Universal	150 c.c.	£116	0	15
SPEDAL	Talisman	250 c.c. Twin	£180	17	9
P-BARRETT	Piercer	150 c.c.	£122	17	7
P-BARRETT	Falcon	197 c.c.	£152	13	0
P-BARRETT	Cruiser 90	350 c.c.	£195	5	0
P-BARRETT	G118	350 c.c.	£233	18	2
P-BARRETT	G119	500 c.c.	£247	12	7
P-BARRETT	G120	500 c.c. Twin	£281	6	3
P-BARRETT	G111	600 c.c. Twin	£283	15	11
P-BARRETT	G121	350 c.c.	£236	8	0
P-BARRETT	ESG	300 c.c.	£242	18	0
P-BARRETT	G122	500 c.c.	£285	13	3
P-BARRETT	G123	500 c.c. Twin	£278	6	0
P-BARRETT	G124	500 c.c. Twin	£293	16	2
P-BARRETT	G125	500 c.c. Twin	£293	10	3
P-BARRETT	Tiger	300 c.c.	£149	14	0
P-BARRETT	G126	350 c.c. Twin	£293	5	11
P-BARRETT	Speed Twin	500 c.c. Twin	£255	4	0
P-BARRETT	Tiger 100	350 c.c.	£150	14	0
P-BARRETT	Thunderbird	450 c.c. Twin	£259	4	0
P-BARRETT	Tiger 110	450 c.c. Twin	£278	3	11
P-BARRETT	LE	200 c.c.	£200	16	11
P-BARRETT	Valiant	200 c.c. Twin	£200	10	11
P-BARRETT	MAC	350 c.c.	£238	0	8
P-BARRETT	M89	390 c.c.	£245	0	4
P-BARRETT	Viper	350 c.c.	£245	0	4
P-BARRETT	Venom	500 c.c.	£290	10	0

ROYAL ENFIELD SPARE PARTS

CLAUDE RYE, Ltd., Enfield specialist, comprehensive range; immediate c.o.d.—895-921. Fulham Rd. London S.W.1. Repairs 6179.
KAYS OF KALING, Ltd., Royal Enfield spare parts stockists; quotations of c.o.d. by return—8-10 Bond St., Kaling, W.5. Tel. 2387.
CLAUDE RYE, Ltd., Large stocks of spares for post-war and ex-W.D. models; list free of Model C—895-921. Fulham Rd., S.W.6. Renown 6174. 81105/1/R
YOUNG'S, 1,000,000 spares stocked; all models 1940-1956, prompt despatch; special price lists 125/WDRS. 350/WDC and 350/WDCO free—20-32, Tooting Bec Rd., London, S.W.17. Bal. 7791. 81134/R

RUDGE SPARE PARTS

RUDGE Spares Service now controlled by Godfreys. Order parts for all models from 208, Gt. Portland St., W.1. Eus. 4632.

SCOTT

SCOTT—The latest spring frame models now available, and all spares and repairs; instruction book, 5/6; spares list, 1/6—Geoff Milnes, The Official Scott Depot, 74, Dewsbury Rd., Leeds, 11. Tel. 22539. (10017)

SUN

FRED WARNELL, Agents for Sun, all models in stock for immediate delivery including the Overlander twin. **FRED WARNELL**, 41-43, Chingford Mount Rd., E.4, Larkwood 7350.
ATE 1956 80cc Sun-Villiers motor cycle, excellent condition; £50—Box 5701. (7591)

SUNBEAM

115 gns.—Sunbeam twin 1953 model 89, grey, dual seat, carefully used, choice of 2 terms, exchanges.—Rowland Smith, below.
105 gns.—Sunbeam September 1951 87, mist green, dual seat, carefully used, choice of 2, free tax and insurance; terms, exchanges; list; open 6-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube). (1114)

SUNBEAM WANTED

R. ROWLAND SMITH, the Sunbeam buyers.—Hampstead High St. London N.W.3. Ham. 6041. (1114/R)
GEORGE CLARKE pay most for Sunbeam—278, Brixton Hill, S.W.2. Fulse Hill 3211. (11019)
WE pay £10 more for Sunbeam; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m. 6-day. Tel. Reading 2237. (11039)

SUNBEAM SPARE PARTS

SUNBEAM spares and exchange replacement units stockists, also Lucas spares and exchange distributors dynamo, regulators, etc.; full stock of Amal spares; 24-hour c.o.d. Illustrated spares book 5/- incl. postage.
NAYLOR & ROOT, Ltd., Motor Cycle House, 25, East Hill, S.W.18. Bat. 2252. (8109/R)
HARRY NASH—Huge stock 88, 87 spares; c.o.d.—391 King St. Hammersmith, W.8. Riv. 2837. (81090)
HUMPHREYS official Sunbeam spares stockists, for post-war models, c.o.d.—122, Hampstead Rd., W.1. Eus. 6536.
MILLARS MOTOR (MITCHEM), Ltd., official Sunbeam spares stockists and distributors.—363-5, London Rd. Mitchem. Tel. 0629.
KAYS OF KALING, Ltd., Sunbeam spare parts stockists; quotations of c.o.d. by return—8-10, Bond St., Kaling, W.5. Tel. 2387. (10175/R)
BECKETT OF ELTHAM, official stockists of post-war Sunbeam spares; South-east—25, Courtyard, Eltham, S.E.9. Tel. Elt. 2009 and 4840. (81056/R)
GODFREYS, Ltd.—87 and 88 Sunbeam spares stockists, c.o.d. 228-234, London Rd., Croydon, Cro. 3641, 206, Great Portland St., W.1. Eus. 4632; 418, Romford Rd., Forest Gate, E.7. Gra. 1234.

WILL LORD (Sunbeam specialists) for all your Sunbeam spares, pre- and post-war; c.o.d. or quotation by return, complete overhauls promptly executed by works trained mechanics; trade supplied.—115, Blackburn St. Radcliffe, Lancs. Tel. Rad. 2002. (10532/R)

SUNBEAM SERVICE

24-hour c.o.d. service on all Sunbeam 87 and 88 spares and exchange replacement units stockists; also for Amal, Lucas and Smiths spares. Don't be off the road, contact us first.—Coventry Motor Mart, Ltd., Postal Department, 7, 86, London Rd., Coventry. Tel. 2146-7. (1006/R)

TERRIT

RAPID MOTORS offer the amazing 125cc Territ with preselector gear box, 140mpg, winner of the Monte Carlo Scooter Rally Trophy, for immediate delivery; price £159/19/5 including parking lights, spare wheel, pillion, etc.; demonstration model available.—269, Haydens Rd., Wimbledon. Cherrywood 3508-3. (11162/R)

TRIALS AND SCRAMBLES

VIC CAMP MOTORCYCLES offer:—
1957 500cc Gold Star scrambler, square motor; £209/10.
1954 350cc Gold Star scrambler, ex. condition; £119/10.
THE new Francis-Barnett 250cc scrambler for immediate delivery.
TERMS, exchanges—Vic Camp, 151, Queen's Rd., Walthamstow, E.17. Tel. Cop. 2093. (11007)

ELITE MOTORS (TOOTING) LTD.

300 NEW! 1958 MODELS

NEW MOTOR CYCLES

Model	Cash Price
AMBASSADOR Popular 150 c.c.	£124 15 0
AMBASSADOR Statesman 176 c.c.	£137 15 0
AMBASSADOR Envoy 197 c.c.	£153 8 10
AMBASSADOR Supreme 350 c.c. Twin	£193 7 3
A.J.S. Model 10MC 350 c.c. Twin	£243 5 3
A.J.S. Model 16M3 350 c.c.	£233 18 2
A.J.S. Model 188 500 c.c.	£247 18 7
A.J.S. Model 20, 500 c.c. Twin	£281 9 3
A.J.S. Model 20, 500 c.c. Twin	£286 18 13
ARIEL Cub 200 c.c.	£155 18 9
ARIEL Red Hunter 280 c.c.	£230 18 9
ARIEL Red Hunter 500 c.c.	£237 0 6
ARIEL V9 600 c.c. V.	£228 1 1
ARIEL Huntmaster 650 c.c. Twin	£266 15 4
ARIEL Square Four 1,000 c.c.	£286 18 6
B.S.A. Bantam 125 c.c.	£108 5 11
B.S.A. Bantam Major 150 c.c.	£113 10 6
B.S.A. Bantam Super 175 c.c.	£123 5 2
B.S.A. Model C12, 390 c.c.	£165 5 11
B.S.A. B31, 250 c.c.	£229 10 10
B.S.A. B33, 500 c.c. V.	£226 1 1
B.S.A. Model M31, 600 c.c. V.	£196 7 1
B.S.A. Model A7, 600 c.c. Twin	£257 15 2
B.S.A. Shooting Star 500 c.c. Twin	£265 14 5
B.S.A. Model A10, 650 c.c. Twin	£261 19 6
B.S.A. Road Rocket 650 c.c. Twin	£283 3 3
B.S.A. Gold Star 500 c.c. Clubman	£308 15 3

HIRE PURCHASE TERMS

All machines listed here are for 1/3 Deposit, balance payable over 12, 18 or 24 months

Model	Cash Price
AMBASSADOR Popular 150 c.c.	£124 15 0
AMBASSADOR Statesman 176 c.c.	£137 15 0
AMBASSADOR Envoy 197 c.c.	£153 8 10
AMBASSADOR Supreme 350 c.c. Twin	£193 7 3
A.J.S. Model 10MC 350 c.c. Twin	£243 5 3
A.J.S. Model 16M3 350 c.c.	£233 18 2
A.J.S. Model 188 500 c.c.	£247 18 7
A.J.S. Model 20, 500 c.c. Twin	£281 9 3
A.J.S. Model 20, 500 c.c. Twin	£286 18 13
ARIEL Cub 200 c.c.	£155 18 9
ARIEL Red Hunter 280 c.c.	£230 18 9
ARIEL Red Hunter 500 c.c.	£237 0 6
ARIEL V9 600 c.c. V.	£228 1 1
ARIEL Huntmaster 650 c.c. Twin	£266 15 4
ARIEL Square Four 1,000 c.c.	£286 18 6
B.S.A. Bantam 125 c.c.	£108 5 11
B.S.A. Bantam Major 150 c.c.	£113 10 6
B.S.A. Bantam Super 175 c.c.	£123 5 2
B.S.A. Model C12, 390 c.c.	£165 5 11
B.S.A. B31, 250 c.c.	£229 10 10
B.S.A. B33, 500 c.c. V.	£226 1 1
B.S.A. Model M31, 600 c.c. V.	£196 7 1
B.S.A. Model A7, 600 c.c. Twin	£257 15 2
B.S.A. Shooting Star 500 c.c. Twin	£265 14 5
B.S.A. Model A10, 650 c.c. Twin	£261 19 6
B.S.A. Road Rocket 650 c.c. Twin	£283 3 3
B.S.A. Gold Star 500 c.c. Clubman	£308 15 3

NEW SCOOTERS

Model	Cash Price
D.E.B. Dandy 70 c.c.	£79 4 4
D.E.B. Dove 180 c.c.	£102 12 0
D.K.W. Hobby de hxx	£124 18 0
DURKOP Diana 300 c.c.	£218 9 3
180 150 c.c. 4 speed	£175 14 0
LANBRETTE Model LDB 125 c.c.	£149 17 2
LANBRETTE Model LDB 150 c.c.	£164 12 2
LANBRETTE Model TV 175 c.c.	£200 17 2
MAIDOLLETTE 250 c.c.	£237 0 6
N.A.U. Prima 150 c.c.	£201 3 2
N.A.U. Fire Star Prima 175 c.c.	£239 14 0
T.W.R. Confuser	£230 15 9
VESPA, all models from	£145 7 6
ZUNDAPP Bella 154	£187 2 6
ZUNDAPP Boli	£205 16 9

NEW MINICARS

Model	Cash Price
A.C. Petita 250 c.c.	£399 8 6
B.M.W. Isotta 200 c.c.	£383 19 6
B.T.W. Isotta "Pim" Model	£399 19 6
BORG models from	£270 5 0
HEINKEL Cabin Cruiser 174 c.c.	£394 17 0
HEINKEL Cabin Cruiser 204 c.c.	£407 18 0
HEINKEL SCHMITT KR 200 de Luxe	£339 13 0
HEINKEL SCHMITT Convertible	£339 13 0
RELIANT Regal from	£433 3 0

FOR REAL AFTER SALES SERVICE

ELITE MOTORS

(TOOTING) LTD. Phone: BAL 1200 (20 lines)
 953-965, GARRATT LANE, S.W.17.
 400 yards TOOTING BROADWAY Tube.
 Open MONDAY to SATURDAY, 8 a.m. to 7 p.m.

TRIALS AND SCRAMBLES

COMERFORDS for trials and scrambles machine delivery from stock. Greaves, Ariel, Norman, U.S.A., Dot, good s/b models bought for cash, and with the recognized competition specialists—Portsmouth Rd., Thames Ditton, Esherbrook 5531. (10106)
MEETENS for really quick two-strokes, of course! The recently introduced Francis-Barnett Scrambler 22 with 250cc M.C. specially tuned, £193/7/3; the D.M.W. "Scottish Six" with the 192cc 250cc Villiers twin, £194/12/2; The Panther "Scout 35" with a high-compression special Villiers "twin" (and lighting) £198/19/6 are all "special" designed and prepared for their respective work and offered for immediate delivery from Meetens, the two-stroke specialists with nearly 50 years' experience, terms, exchanges.—Shannon Corner, New Malden (3110).

TRIUMPH

WHITEBOS OF ACTON—Brightest dealers in the Home Counties for Triumphs; immediate delivery, h.p., exchanges.—273, Acton Vale, London, W.3. Eus. 5355.
JOHN SUTHERS.

SEE a complete range of 1958 models plus a collection of clean, guaranteed used Triumph at My Way Wickham, Kent, showrooms.—Tel. Spring Park 704. Hire purchase, part exchange; immediate delivery. (11106)

M. & W. MOTORS.

1955 Triumph Tiger 110; £169.—M. & W. Motors, 617, Eastern Ave., Ilford, Essex. Val. 654. (1111)

DEPROSE BROS., Ltd. offer:—

1957 Tiger 110, as new, absolutely perfect appearance; usual terrific performance; £239.
1956 Tiger 100 and Jet 80 s/b chair; appearance and performance above average; £259.
1956 Thunderbird, with Avon fairing and Club s/s; clean and sporting; a good looking cost for only
1953 Thunderbird, excellent motor, a 100% n-spray has made the appearance as new; £169.
ALL the above fully guaranteed machines may be purchased on deposit and repayments over 12 years.—178-184, Brownhill Rd., Catford, S.E.6. Tel. Hither Green 5888. (1103)

ROWLAND SMITH'S for Triumph.

NEW models in stock.
FREE tax and insurance with second-hand main cylinders.
1955 gns.—Triumph Tiger 110, September 1955, 650cc, crashbar, one careful owner, exceptional; choice 3 650 twin; terms, exchanges.—Rowland Smith, below.
79 gns.—Triumph Tiger 100 1949, 496cc, ohv, spring hub, twin seat, choice of terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. (1114)

MATTHEWS OF STOCKWELL, Ltd., 55, Stockwell Rd., S.W.9.

1955 Triumph Tiger 100 650 twin, swinging arm, excellent condition; £159.
1957 (late) Triumph ST 500 twin, swinging arm, brand new, as new; £219.
1952 Triumph ST and Swallow Jet 80 sdecar; a matching maroon, mechanically excellent; £149.
1951 Triumph ST springer and Gerrard 600 sdecar in matching colour, excellent condition; £119.
1949 Triumph Tiger 100, excellent condition; all terms and exchanges. (1112)

ARCHER OF ALDERSHOT for Triumph, etc., spares and service.—Victoria Rd. Tel. 323. (1003/R)

ALLAN JEFFERIES for expert attention.—120, Baitaire Rd., Shipley 54271. (1007/R)

LEONARD MOTORS for Triumph, terms, exchanges.—Spall, 54, Stibb Road, Yeovil, Som. (759)

COMERFORDS for Triumphs, new and second-hand; send for lists.—Thames Ditton, Emb. 5531. (10106)

E—265, Mare St., Hackney, E.8. Amherst 5139.

'54-'55 Triumph T110, Steib 5250 sdecar; £180.—Loding, 55, Evenden Lane, Wokingham. (797)

T. W. KIRBY MOTOR CYCLES, Ltd., your Triumph specialists, 10, Roneo Corner, Hornchurch, 14. 8785. (10413)

1956 200cc T20, 8,500 miles, recent overhaul; £34/10.—Ashley, Aldersbrook House, Romford Rd., E.12. (758)

ERSKINE MOTOR CYCLES, main agents, new models and parts in stock.—Goldsmith Rd., Woking 4800. (1008/R)

NEW Cubs, Comp. Cubs, 6T, T110 for immediate delivery, terms, exchanges.—Badger Garage, Blandford, Dorset. Tel. 615. (1118)

1948 Speed Twin; £60; one owner; 42, spring hub, taxed, insured; just overhauled, many extras.—60, Catford Hill, S.E.6. (796)

LIGHTFOOT MOTOR CYCLES, for your new Triumph—163, High St., Potters Bar, Middlesex. Potters Bar 5129. (1117/R)

SLOOMBERG OF NEASDEN! for your new Triumph terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. (1111)

J. DOUBLES (MOTOR CYCLE), Ltd., 1958 Triumph J models; terms, spares, service repairs—309-311, High Rd. Goodmayes, Tel. Seven Kirs. 9744. (1111/R)

POTNEY AUTOS for your new Triumph; immediate delivery; terms and exchanges.—263, Putney Bridge Rd., S.W.15. Put. 13 W.15. (1119/R)

JIM ALVES for 100% Triumph spares, service, parts all models, exchanges; h.p.; insurance with 100% walk.—97, High St., Street, Som. Tel. Street 0250. (1050/R)

ELITE MOTORS (TOOTING) LTD

100% GUARANTEED USED SOLOS COMBINATIONS

SOLO MACHINES

RAV. 1955, Quickly 60 c.c. two-speed Moped, screen... £255
 JAMES. 1954, LI 98 c.c. 2-speed, two-stroke, teleforks... £239
 RAY. 1954, Quickly 60 c.c. 2-speed, screen, panniers... £249
 STUDDAP. 1955, Combilite 50 c.c. 2-speed, spring frame £245
 A.L.A. 1954, C11 250 c.c. O.H.V., teleforks, pillion, etc. £245
 JAMES. 1954, Captain 197 c.c. 3-speed, springer, d/seat £249
 A.L.A. 1954, DU 180 c.c. 2-stroke, springer, teleforks... £255
 RAY. 1957, 4-luxe Quickly 50 c.c. 2-speed, screen... £255
 RAY. 1957, 4-luxe Quickly 50 c.c. O.H.V., teleforks, d/seat £255
 A.L.A. 1951, AT 500 c.c. O.H.V. Twin, springer, teleforks £275
 J. BARKLEY. 1955, Cruiser, 250 c.c. 2-speed, alarm, sprg. £279
 RAY. 1950, FT 500 c.c. O.H.V. Twin, spring hub, teles. £285
 J. BARKLEY. 1955, Clipper 250 c.c. O.H.V., 4-speed, alarm £285
 RAY. 1952, 583 500 c.c. O.H.V., teles, spring frame £299
 A.L.A. 1952, 1839 500 c.c. O.H.V., alarm, springer, Clean £299
 J. BARKLEY. 1957, Roadmaster 197 c.c. O.H.V., alarm, sprg. £299
 STUDDAP. 1957, 2008 300 c.c. 4-speed, alarm, Choice of 3 £305
 A.L.A. 1954, B31 250 c.c. O.H.V., springer, teles, d/seat £309
 STUDDAP. 1953, T100 500 c.c. O.H.V. Sports Twin, spr. hub £309
 A.L.A. 1954, 1839 500 c.c. O.H.V., alarm, spring frame... £315
 RAY. 1954, 529 500 c.c. O.H.V., springer, 4-speed, teles. £315
 JAMES. 1955, NT 350 c.c. O.H.V., alarm, sprg. Choice of 3 £319
 A.L.A. 1955, B31 300 c.c. O.H.V., alarm, springer. Others £325
 RAY. 1955, G508 500 c.c. O.H.V., alarm, sprg. frame £325
 J. BARKLEY. 1957, T280 199 c.c. O.H.V., alarm, Trials Spec. £329

HIRE PURCHASE TERMS

All machines listed here are for 1/3 Deposit, balance payable over 12, 18 or 24 months

J. BARKLEY. 1955, Bullet 350 c.c. O.H.V., alarm, springer £329
 A.L.A. 1955, B31 300 c.c. O.H.V., springer, panniers, etc. £329
 STUDDAP. 1955, T100 500 c.c. O.H.V., alarm, springer, Clean £329
 A.L.A. 1952, A10 650 c.c. O.H.V. Twin, plunger, springer £339
 RAY. 1954, 1839 500 c.c. O.H.V., alarm, springer, teles. £339
 J. BARKLEY. 1955, V81 500 c.c. O.H.V. Sports Single. Very fast £339
 STUDDAP. 1953, 52 500 c.c. O.H.V., 4-luxe Twin, Clean... £339
 A.L.A. 1954, Model 300 500 c.c. O.H.V., alarm, sprg. twin £349
 A.L.A. 1954, Star Twin 500 c.c. O.H.V., plunger, springer £349
 J. BARKLEY. 1954, FT 500 c.c. O.H.V., alarm, sprg., low mileage £349
 A.L.A. 1955, A10 650 c.c. O.H.V., alarm, springer, beige... £359
 RAY. 1954, 583 500 c.c. O.H.V. Twin de luxe, springer... £359
 J. BARKLEY. 1955, 583 500 c.c. O.H.V., alarm, springer, teles. £359
 A.L.A. 1954, Bg. 1,000 c.c. O.H.V., 4 cylinders, s/nr sprg. £359
 A.L.A. 1954, Road Rider 650 c.c. O.H.V. Sports Twin... £379
 RAY. 1956, 65 600 c.c. O.H.V. de luxe Twin, alarm, sprg. £379
 J. BARKLEY. 1956, 6T 600 c.c. O.H.V., s/nr spec, low mileage £389

COMBINATIONS

A.L.A. 1947, 1920 500 c.c. S.V., good condition, fitted Leyton £259
 and s/nr spec on Watkinson chassis...
 JAMES-DAYMOND. 1945, 750 c.c. S.V. Twin, fitted with £269
 1950 Swallow Tudor s/nr spec on Vellut chassis...
 RAY. 1954, Challenger 197 c.c. 2-stroke, 4-speed, alarm, sprg. £269
 and 1957 Surrey Bantam s/nr spec...
 A.L.A. 1949, 990 c.c. M21 S.V., teles, dualseat, fitted large £269
 Watkinson s/nr spec on V201 chassis...
 A.L.A. 1955, 990 c.c. M21 S.V., teles, dualseat, fitted large £269
 single-seat s/nr spec on V201 chassis...
 JAMES-DAYMOND. 1954, 500 c.c. G9 O.H.V., alarm, springer twin £269
 and matching Watkinson s/nr spec on V201 chassis...
 RAY. 1955, 500 c.c. B252 O.H.V., alarm, springer, d/seat £269
 and matching single-seat s/nr spec on V201...
 JAMES. 1955, 500 c.c. H.V. Red Hunter, alarm, springer, £269
 and matching s/nr spec on V201, 8,100 miles...
 and many others

WE PART EXCHANGE YOUR CAR, MOTOR CYCLE, SCOOTER OR 3-WHEELER
 WE GUARANTEE AFTER-SALES SERVICE

SEND THIS COUPON NOW

Our renowned Postal Dept. will send you a complete list of our 1,000 Bargains. Post Coupon Today, £3 secures any machine.

NAME.....
 ADDRESS.....

ELITE MOTORS

(TOOTING) LTD. Phone: BAL 1200 (20 lines)

953-965, GARRATT LANE, S.W.17.

400 yards TOOTING BROADWAY Tube.

Open MONDAY to SATURDAY, 9 a.m. to 7 p.m.

TRIUMPH

HARVEY'S for your new Triumph: terms, part ex-change; full spares stock, repair service for Triumphs only.—47 South Lambeth Rd. S.W.8. Tel. 6661. [1054/R]

TRIUMPH 1954 6T d/s s/h. fitted 1955 Swallow Tudor s/car, Pathfinder chassis, brake, panniers, screen, clothing, one owner, ex. condition, taxed; £190, h.p. available.—Howe, 3, Meadow Way, Stone, Hartford, Kent. [5794]

TRIUMPH WANTED

G. GEORGE CLARKE pay most for Triumph.—278, Brixton Hill, S.W.2. [W1019]

R. ROWLAND SMITH'S, the Triumph buyers.—Hamstead High St., London, N.W.3. Ham. 6041. [W1114/R]

S. SMITH'S, 86, Chalk Farm Rd., N.W.1. want Triumph—Gul. 2767. [10070/R]

TRIUMPH 650cc or 500cc wanted, low mileage and good condition essential: combination considered. 10, Westrow Drive, Barking, Essex. [7619]

C. CLAUDE RYE, Ltd., urgently require all models in good condition. Get our price first! H.P. accounts settled. We pay, carriage.—895-921, Fulham Rd. S.W.6. Renewal 6174. [W1105/R]

WE pay £10 more for Triumph: H.P. accounts settled, cash balance immediately: we pay your fare home.—Ride to Kingsway Motors—20, Cavendish Rd., Reading. Open 9 a.m. to 9 p.m. 6-day, Tel. Reading 2327. [W1039]

TRIUMPH SPARE PARTS

H. & L. MOTORS, Ltd., offer

21 years of Triumph Service.

"If it's listed we stock it." Spares and exchange units for all models, 1937 to 1958.

24 HOUR c.o.d. postal service.

QUOTATIONS and free lists with pleasure.

H. & L. MOTORS, Ltd., Stroud, Glos. Stroud 1273-4-5. [0495]

HARVEY'S, 100% Triumph spares stockists.

HARVEY'S stock Triumph spares down to the last nut and bolt; also Lucas, Amal, BTH, S.U. spares; return c.o.d.; specialised repair service for Triumphs only.—47, South Lambeth Rd., S.W.8. Tel. 6661. [10114/R]

GEORGE GROSE Ltd. Ludgate Circus E.C.4. Cen. 5561 Triumph Lucas, Amal, c.o.d. service. [0354]

HARWOODS OF RICHMOND, Ltd.—100% Triumph spares stockists; 1/2 min. Str.—Ric. 2045. [S1060/R]

GLANFIELD LAWRENCE, Triumph spares stockists. —407, High Rd., N. Finchley. N.12. Fin. 0091. [S1045/R]

WHITBYS OF ACTON.—All Triumph, Lucas, Amal spares.—263, Acton Vale, London, W.3. She. 6785. [S1044/R]

S. A. COLES for largest stocks post-war Triumph spares, c.o.d.—364, High Rd., E.10. Ley. 7171. [S1128/R]

JIM ALVES for 100% spares, parts, by return, c.o.d.—97, High St., Stroud, Som. Tel. Street 355. [0251/R]

BILLY BRIGGS, Lancashire's largest stockists.—By return c.o.d.—319, Chapel St., Salford, 2. Tel. 1554. [0450/R]

CLAUDE RYE, Ltd.—Large stocks of spares, including ex-W.D. models.—895-921, Fulham Rd., S.W.6. Renewal 6174. [S1105/R]

ERIC OLIVER.—All twin post-war spares available, trade or retail, cash or C.O.D.—99, London Rd., Staines, Tel. 5735. [S1022/R]

GATEHOUSE MOTORS, Ltd.—100% Triumph spares stockists, c.o.d. immediate attention.—196, Archway Rd., Highgate, N.6. Fitzroy 1666. [S1055/R]

LAURENCE RYE, Ltd.—Triumph specialists. Comprehensive range, immediate c.o.d.—895-921, Fulham Rd., S.W.6. Renewal 6174. [S1105/R]

F. FREEMAN, Ltd.—100% Triumph spare stockists; c.o.d. immediate delivery.—34, Hammersmith Bridge Rd., W.6. Tel. Riverside 2267. [S1038/R]

POLLINS MOTOR CYCLES.—Largest Triumph spares stockists; c.o.d. service; open Sundays 9 to 12—34 Lrdship Lane, S.E.22. For. 2314. [0512/R]

MOORES OF TOTENHAM for genuine Triumph spares; over the counter or c.o.d.—Tel. Tottenham 2440. [S1057/R]

KAYS OF EALING, Ltd., Triumph spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2357. [S1075/R]

LIGHTFOOT MOTOR CYCLES for Triumph spares & repairs; exchange parts service; s.a.e. list.—163, High St., Potters Bar, Middlesex. Potters Bar 3129. [S1075/R]

POTNEY AUTO.—Genuine spares for post-war models.—24hr. c.o.d. service; tremendous range in stock.—263, Putney Bridge Rd., S.W.15. Putney 6887. [S1178/R]

BRACKPOOLS.—Triumph spares from stock; prompt c.o.d. service from London's largest stockists.—Tel. For. 2585. Call or write 228, Stanstead Rd., Forest Hill, S.E.23. [0502/R]

GODFREY'S, Ltd., Triumph spares specialists; c.o.d.—226-234, London Rd., Croydon, Cro. 3641-3. 208, Great Portland St., W.1. Eus. 4632-4, and 418, Romford Rd., Romford, E.7. Gra. 1254-4. 0214 Barking Rd., East Ham. Gra. 8088. [S1052/R]

T.W.N.

INDUSTRIA (LONDON) Ltd., Boyn Valley Rd., Maidenhead, Berks. Tel. Maidenhead 2480. Appointed sole concessionaires in the U.K. for Contessa, Vespa Scooters and Fips Mopeds.

CLAUDE RYE.—Immediate delivery new T.W.N. scooter and motor cycle; terms.—895-921, Fulham Rd., 3-4-6. Renewal 6174. [C1105/R]

ELITE MOTORS (TOOTING) LTD

250 SCOOTERS MOPEDS & 3 WHEELERS

One Third Deposit, 24 Months to Pay

- Exchange your Car, Motorcycle or 3-Wheeler
- Tax & Insurance included in Terms
- Free Tuition & Demonstrations

SCOOTERS	Cash Price
B.S.A. 1957, Dandy 70 c.c. 2-speed preselector gears, colour badge, and fitted with windscreen	£55
B.S.A. 1957, Dandy 70 c.c., colour blue. This model has not been registered and is shop-soiled only	£80
DAYTON, 1955, Albartos 225 c.c. Villiers, 4-speed footchange, dual seat, colour in 2-tone blue. One owner	£119
DAYTON, 1956, Albartos 225 c.c. Villiers, 4-speed footchange, dual seat, colour black	£149
DAYTON, 1957, Albartos 225 c.c. Villiers, 4-speed, with Surrey Scootabox sidcar to match	£189
DURKOPF, 1956, Diana 300 c.c., electric starter, blue and grey, complete with windshield and carrier	£149
LAMBRETTA, 1954 Model LDB 125 c.c., complete with pillion seat, windshield, Choice of three from	£85

HIRE PURCHASE TERMS

All machines listed here are for 1/3 Deposit balance payable over 12, 18 or 24 months

LAMBRETTA, 1954, Model LDB 125 c.c., 3-speed handchange, colour 2-tone blue, complete with windscreen	£79
LAMBRETTA, 1955, Model LDB 150 c.c., with battery lighting, pillion seat, windscreen, carrier. Choice of 3	£99
LAMBRETTA, 1956, Model LDB 150 c.c., 3-speed handchange, complete with pillion seat and rear carrier	£109
LAMBRETTA, 1957, Model LDB 125 c.c., colour all grey, and complete with pillion seat, windshield and carrier	£119
LAMBRETTA, 1956, Model LDB 150 c.c., with windshield, spare wheel and carrier, 2-tone blue and grey	£129
LAMBRETTA, 1957, Model LDB 150 c.c. Mk. III, with windshield, spare wheel and carrier, red/grey	£139
N.S.U., 1955, Prima 150 c.c., electric starter, carrier and spare wheel. Choice of three from	£129
N.S.U., 1954, Prima 150 c.c., colour red, with Surrey Bantam lightweight scooter sidcar to match	£199
PARILLA, 1956, Greyhound 125 c.c. Sports model complete with dual seat, windscreen. Bargain for the enthusiast	£79
VERBA, 1952, 125 c.c., 3-speed handchange, fitted with windscreen, pillion seat and carrier	£59
VERBA, 1956, Model 4212, 125 c.c., low mileage but requires attention to paintwork. Bargain	£89
VERBA, 1957, O.S. 150 c.c., 4-speed handchange, dual seat, finished in silver blue. Immaculate	£149

ACCESSORIES SPARES · CLOTHING

A new Department now open to fulfil your special Clothing requirements. Complete range of Spares & Accessories for Scooters & Motorcycles. **SERVICE**—we offer you the finest after-sales service. Officially appointed Lambretta Service Station.

ZURDAPP, 1955, Bella 150 c.c., 4-speed footchange, colour Lido green, with carrier and pillion seat	£89
ZURDAPP, 1955, Bella 200 c.c. model, colour red, and fitted with windscreen and spare wheel	£119
B.W.V., 1957, Ietta 250 c.c. moped, colour blue/grey, nicely run in and in exceptional condition	£299
HEINKEL, 1957, Cabin Cruiser, 174 c.c., complete with heater, spare wheel, bumper bars and radio	£349
HEINKEL, 1958, Cabin Cruiser, 174 c.c., corrosion red, and complete with heater, spare wheel, bumper bars	£369

AND MANY OTHERS
 ★ See our adjoining columns for full details of New Models & Mail Order

ELITE MOTORS

(TOOTING) LTD. Phone: BAL 1200 (20 lines)

953-965, GARRATT LANE, S.W.17.

400 yards TOOTING BROADWAY Tube.

Open MONDAY to SATURDAY, 9 a.m. to 7 p.m.

VELOCETTE

VELOCETTE Ltd., Hall Green Works, York Rd., Hall Green, Birmingham 28. Tel. Springfield 1145. (0170/B)

ROWLAND SMITH'S for Velocette

NEW models in stock.

FREE tax and insurance with second-hand motor cycles.

599s.—Velocette twin, June 1953. 192cc L.E. pillion, windshield, very good condition; terms, exchange; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. (C1114)

STEVENS, Ltd., the 100% Velocette specialists: 1958 models now in stock.

—Also a large selection of good used machines.—147-151, Goldhawk Rd., Shepherd's Bush. W.12. Sde. 1154-5. (C1151/R)

GODFREYS, Ltd., all models, all depots: see display advertisement. (C1052/R)

1952 LE Velocette, 200cc, taxed, windscreen; £60.—26, Shortwood Ave., Staines. (7608)

HUMPHREYS.—Velocette sales, spares and service; new machines in stock for immediate delivery.

HUMPHREYS, Ltd., 122, Hampstead Rd., N.W.1. (Continuation Tottenham Court Rd.) Euston 5526. (C1058/R)

A. H. TOOLEY, Velocette specialists, Station Garage, Lee. S.E.12 (opposite Lee Station). Tel. Lee Green 0040/R

LITTLEJOHN'S main dealer, machines, spares; terms, exchanges.—2, Ruslip Rd., Greenford. Wuxlow 3255. (0558/R)

1952 LE Velocette, show model, works re-conditional, one owner; best offer.—Saling 9925. (7625)

VELOCETTE Valiant, 1958 model, under 400 miles; £165, terms, exchanges.—Edwards Motors, Ltd., Taunton 2945. (C1076)

WHITBYS.—Velocette enthusiasts: new and second-hand.—273, Acton Vale, London, W.3. Shep. Bush 5555. (C1128/R)

SLOCUMBE OF NEASEN!!! for your new Velocette; terms—exchanges.—359-371, Neaseen Lane, N.W.10. Gladstone 3355—8 lines. (C1115)

RAPID MOTORS for all models and spares.—269, Haydens Rd., Wimbledon. Cherrywood 3202; 70, Godstone Rd., Whyteleafe, Surrey. Uplands 0695. (C1162/R)

WEST END MOTORS.—Latest model Venom in stock for immediate delivery; terms and exchanges.—179, Upper Tooting Rd., S.W.17. Bal. 4231. (7276)

GEOFF DODKIN, Velocette spares/repairs specialist. LE service/spares our speciality: new and second-hand models supplied; terms/exchanges; generous part exchange allowance; genuine after-sales service.—26, Queens Rd., S.W.14. Prospect 8779. (C1009)

VELOCETTE WANTED

ROWLAND SMITH'S, the Velocette buyers.—Hampstead High St., London, N.W.3. Ham. 6041. (W1019)

GEORGE CLARKE pay most for Velocette.—278, Brixton Hill, S.W.2. Tulse Hill 3211. (W1019)

WE pay £10 more for Velocette; H.P. accounts settled, cash balance immediately: we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 6 p.m., 6-day. Tel. Reading 2237. (W1039)

VELOCETTE SPARE PARTS

ARCHERS the Velo Felco, for spares and service.—A Victoria Rd., Aldershot. Tel. 323. (0367/R)

STEVENS, Ltd., the country's largest stockists of genuine Velocette spares, Olicans, carriers, S.—and pannier equipment: LE flywheels remagnetized on our premises; prompt C.O.D. service.—147-151, Goldhawk Rd., Shepherd's Bush. W.12. Sde. 1154-5. (S1151/R)

HUMPHREYS for LE spares and service; c.o.d.—122, Hampstead Rd., N.W.1. Euston 5526. (S1058/R)

C.O.D. 24 hours service, huge stocks of spares, all models.—Rapids, 259-269, Haydens Rd., Wimbledon, S.W.19. Cherrywood 3202-3. (S1162/R)

GODFREYS, Ltd., Velocette spares stockists: c.o.d.—226-234, London Rd., Croydon. Cro. 3641. And 220, Barking Rd., E.8. Bra. 8008. (S1052/R)

KEYS OF BALING, Ltd. Velocette spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing. W.5. Bal. 2387. (S1075/R)

PREMIER.—Largest Velocette spares stock in the country, all models, 24-hour c.o.d. service.—Premier Motor Co., Aston Rd., B'ham. 6. Aston Cross 4281. (S1100/R)

WEST END MOTORS, Ltd., for Velocette spares at 179, Upper Tooting Rd., S.W.17, and 171, High St., Peckham. S.E.15. Tel. Bal. 4231 and 10126/R

VILLIERS

YOUNG'S.—Villiers specialists, comprehensive stocks: engines, gear boxes, spares and service exchange units for motorcycles, motor cycles and industrial engines. list free; immediate quotations and supplies.—20-23, Tooting Bec Rd., London, S.W.17. Bal. 7791. (C1134/R)

MEETEN'S for Villiers, of course! If what you require is obtainable Meeten's will have it! New engines for farms, for industry, for motor and auto-cycles, service exchange engines of all types, reground exchanges, magneto exchanges, crankshaft exchanges, etc., and of course, all spares try us when next you need really prompt attention, but do not forget, we need your engine numbers; trade supplied.—Tel. Malden 3110. Meeten's for Villiers, Shannon Corner, New Malden. (C1203/R)

H & L
MOTORS LIMITED

What we can do for the
TRIUMPH

owner . . .

SPARES

Every part for every machine made since 1937 including AMAL, SMITHS, LUCAS, RENOLD, parts and all available for despatch by return.

EXCHANGE UNITS

Again for all models since 1937. Tanks, Forks, Frames, Mudguards, Wheels, Engines, Brake Shoes, Clutch Plates, Dynamos, Magnetos, Armatures, Speedometers, Cylinders, Con. Rods, Crankshafts, Distributors, A.C. Stators. Send for lists.

ACCESSORIES

Specially for your Triumph. Panniers by Rodark, Craven and Midland.

Screens by Feridax, MPC, Avon Fairings and Streamliners. Batteries: Lincoln, Lucas, Varley, Exide.

Complete range of accessories by John Bull, Dunlop, Avon, Michelin, Castrol, Lodge, KLG, Wipac, Frystyle Legshields, Raydyot, Miller. Send for lists.

CLOTHING

Helmets by Corker, Slazenger, Stadium, Cromwell, Aviakit, etc. Stadium Goggles, Slazenger, Waddington, Sykes and many other makes of gloves.

Suits by Barbour, Belstaff, Mascot, Armadrake and other top quality clothing. Send for lists.

REPAIRS

We can do anything for your Triumph, Insurance crashes or annual overhaul, reboring, rebuilding, modifications. Special priority to Triumph owners.

YES INDEED! Everything for the TRIUMPH OWNER

Send for full list—supply of pre-paid mail order cards.

'24 HOUR C.O.D. SERVICE'

HEAD OFFICE & MAIL ORDER:

STROUD : GLOS

Phone: 1273/4

BIRMINGHAM CEN 5838
ROSS-ON-WYE ROSS 2091
EVESHAM EVE 6091

VILLIERS SPARE PARTS

GEORGE GROSE, Ltd., 334, High Rd., N.12. W. 2149. All spares & c.o.d. service. (1005)

WATKINSON MOTORS, official stockists.—17, Stockwell Rd., S.W.9. Bri. 2838. (0179/R)

BRUCE LEWIN, Ltd., terrific stocks Villiers spares.—17, Narborough Rd., Leicester. Tel. 5380. (0530/R)

YOUNG'S.—Villiers spares prompt despatch.—23, Tooting Bec Rd., London, S.W.17. Balham 7791. (S1151/R)

OLIVERS OF TOTTENHAM for Villiers spares and service.—2, Bruce Gro's. N.17. Tottenham 191. (0180/R)

GLANFIELD LAWRENCE, Villiers spares stockists.—407, High Rd., N. Finchley, N.12. Pto. 001. (S1094/R)

SPEEDWAY OF ACTON for all Villiers spares.—34-hour c.o.d.—314, Uxbridge Rd., W.3. Acton 5031-2. (S1120/R)

GATEHOUSE MOTORS, Ltd., Villiers spares stockists. All parts c.o.d. by return.—196, Archway St., Highgate, N.6. Fitzroy 1666. (S1060/R)

CLAUDE RYE, Ltd., Villiers specialists: comprehensive range immediate c.o.d.—395-421, Fulham Rd., London, S.W.6. (S1105/R)

WHITBYS OF ACTON.—All Villiers spares exchange units.—263, Acton Vale, London, W.1. She. 6798. (S1109/R)

DEPTFORD AUTOS, London's leading Villiers specialists, all spares and exchanges, special head repair service; c.o.d. trade.—Tel. Tideway 151. (750)

CLAUDE RYE, Ltd., large stocks of Villiers spares for post-war and ex-W.D. models: s.a. custom by return.—395-421, Fulham Rd., S.W.6. Haversham 919. (S1105/R)

BURTON-ON-TRENT.—Villiers special c.o.d. phone service of all spares for all models.—A. I. Feen, 41, New St., Burton-on-Trent. Tel. 3358. (0567/R)

KEYS OF BALING, Ltd., Villiers spares stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing. W.5. Bal. 2387. (S1075/R)

MANCHESTER official spares stockists and repairers of all types Villiers engine, a/cycle and industrial.—Parkin, 437, City Rd., Manchester, M.4. Tra. 0869. (0564/R)

SAVE time, temper and trouble, try Meeten's! Villiers first.—Tel. Malden 3110 for everything Villiers or write. Meeten's for Villiers, Shannon Corner, New Malden, Surrey. (C1203/R)

GODFREYS, Ltd.—Villiers spares stockists.—226-234, London Rd., W. Croydon. Cro. 3641-2. 308 G. Portland St., W.1. Eux. 4632; 418, Romford Rd., Rom. Gate. Gra. 1234. (S1052/R)

VINCENT

SALE, 1951 Shadow C with 1956 Canterbury 41 a/m; £180.—60 Parkway, Rochdale, Lancs. (700)

CONWAY MOTORS, Britain's largest Vincent specialists.

OFFER a few from their wide range of over 60 and second-hand Vincents, solos, combinations, 1949-50s, streamlined and naked models, all serviced, works trained mechanics, specialists in postal service, machines sent anywhere in U.K.

£27. terms one-third deposit, balance over 12 M. H. 24 months.

£99.—1951 Vincent Comet C, choice of two.

£119.—1948 Vincent Rapide B, ideal S/O machine.

£169.—1950 Vincent Rapide C, Avon Fairing.

£239.—1954 Vincent Rapide C, tank cover, etc.

£319.—1956 Vincent Black Knight streamline model, low mileage, choice of two.

ALSO good selection of Sports S/C's with Vincent fittings.

CONWAY MOTORS, 301-307, Goldhawk Rd., Shepherd's Bush, W.12. (Sales) River 4872-3. (S1050/R)

1955 Series D Black Shadow, immaculate condition; £269.

WHITTAKER'S MOTOR STORES, Ltd., 19, Cookson St., Blackpool. Tel. 24828. (C119)

DEEPROSE BROS. Ltd., (The Vincent People) offer the following 100% fully guaranteed machines: Black Knight. A perfect example of the famous streamliner. Distinction with a capital "D". £329.

1955 Series D Rapide. Superb appearance. Outstanding performance. £269.

1951 Rapide. Very clean and fast; £170.

1949 Rapide B. £50 recently spent on motor. Real value at £129.

COMBINATIONS.

1955 Black Knight, and 1958 Watsonian fixed head, full door, saloon, a/car on VOZ, with sprung wheel and brake. What an outfit! What an offer! Perfect in every detail; £409.

1951 Rapide and a/s chair. A nice quick outfit. Transport for two at a reasonable price; £199.

1950 Rapide and 1956 Garrard a/scaler. Great looking outfit; unbeatable value at £219.

1950 Comet and a/s chair. Engine 100% overhauled, very clean and good; £159.

ALL the above fully guaranteed machines may be purchased on 1/4 deposit and repayments over 24 years. Comprehensive spares stocked, c.o.d. service.—178-184, Brownhill Rd., Catford. S.E.8. Hlt 8885. (C1203/R)

1952 Vincent Rapide and Garrard 580 combination, 2-seater combination, beautiful condition. £185.—Tel. Epsom 9671. (C1203/R)

1949 Rapide C, laid up since June '58, complete overhaul, £35 new parts; £110 o.a.b.—Durrant, Maitings, Steeple Bumpstead, Essex (704)

MOTOR CYCLES MISCELLANEOUS

S LOOMBS OF HEASDEN for the finest selection of used models.
M OPEDS and scooters.

- £59**/10.—B.S.A. 1957 Dandy 70cc 2-speed scooter.
£69/10.—B.S.A. 1958 Dandy 70cc, as new.
£85/10.—Combinette 1956 50cc, 2-speed, s/frame motor.
£59/10.—Leopard 1957 50cc, 2-speed, spring frame.
£62/10.—Leopard 1957 50cc, 2-speed Bobbie 5, S/F.
£65/10.—Leopard 1957 50cc 2-speed Bobbie 6, S/F.
£89/10.—Vespa 1955 125cc, d/seat, carrier, spare wheel.
£129/10.—Zundapp Bella 1955 200cc, 4-speed, 1/c, maroon.
£139/10.—Zundapp Bella 1955 200cc, exceptional condition.
£109/10.—Lambretta 1956 150cc LD, w/soreen, pillion, etc.
£149/10.—Lambretta 1957 150 Mk 3, access. and spare wheel.
£165/10.—Lambretta 1957 Mk 3, with numerous extras.
£165/10.—Lambretta 1956 LDA 150, with electric starter, etc.
£149/10.—Lambretta 1956 Mk. 3, red and white, accessories.
£179/10.—N.S.U. Prima 1957 150, self-starter, spare wheel.
£169/10.—N.S.U. Prima 1957, as above, mileage 400.
£219/10.—N.S.U. 5-Star 1958, unmarked, 311 miles.

SOLOS.

- £189**/10.—Ariel 1956 650cc Huntmaster, ideal solo or s/car.
£159/10.—Ariel 1955 500cc ohv alloy twin, s/arm.
£139/10.—A.J.S. 1954 500cc 18MB, s/arm, d/seat, etc.
£159/10.—Ambassador 1957 250 twin, recorded mileage 2,500.
£169/10.—B.S.A. 1955 beige 650 Flash springer, d/seat, c/bar.
£139/10.—B.S.A. 1953 650cc Flash springer, in c/bar trim.
£239/10.—B.S.A. 1957 350cc Clubman's Gold Star, very good.
£225/10.—B.S.A. 1957 500cc Shooting Star twin, immaculate.
£129/10.—Greaves 1957 197cc Villiers, 4-spd., blue and chrome.
£125/10.—James 1956 225cc Villiers, s/arm, d/seat, maroon.
£209/10.—Matchless 1956 600cc Clubman, s/arm, d/seat, etc.
£159/10.—Matchless 1956 (reg.) 350cc, all alloy, competition.
£239/10.—Matchless 1957 600cc Gil twin, panniers, etc.
£159/10.—Matchless 1955 350cc G3LS, s/arm, d/seat, panniers.
£219/10.—Norton 1956 600cc Dominator, s/arm, panniers, etc.
£239/10.—Norton 1957 600cc 99, in immaculate condition.
£259/10.—Norton 1958 500cc Dominator, indistinguishable from new.
£169/10.—Norton 1956 500cc ES2 springer, 1/shields, panniers.
£149/10.—R. Enfield 1955 350cc Bullet, s/arm, makers' panniers.
£139/10.—R. Enfield 1954 350cc Bullet, in outstanding condition.
£219/10.—Triumph 1957 500cc Speed Twin, looks new.
£239/10.—Triumph 1957 650cc T110, Avon fairing, etc.
£195/10.—Triumph 1956 650cc 6T, s/arm, c/bar, etc.
£179/10.—Triumph 1955 Tiger 100, alloy motor, spotless.
£319/10.—Vincent 1955 1000cc Black Knight Streamliner.

COMBINATIONS.

- £259**/10.—Ariel 1957 650cc Huntmaster, s/arm, d/seat and Watsonian Ascot saloon s/car.
£199/10.—Ariel 1955 V1 500cc ohv, s/arm, d/seat, and Swallow Jet 80 sports s/car.
£249/10.—Ariel 1956 V1 500cc ohv, s/arm, etc., and Swallow Comet s/car on Velvet chassis.
£225/10.—Ariel 1952 1000cc Square Four springer and 1957 Canterbury Eagle with sprung brake wheel.
£309/10.—Ariel 1957 650cc Huntmaster, s/arm, d/seat and Swallow Vulcan 2-str. with brake wheel.
£259/10.—Ariel 1957 650cc Huntmaster, s/arm, etc., and Bideford Comet on VQ21 with brake.
£299/10.—A.J.S. 1957 600cc G9 twin, s/arm, d/seat and Watsonian Monarch with sprung brake wheel.
£249/10.—B.S.A. 1956 650cc A10 springer, d/seat, etc., and 2-str. s/car, mileage 3,000 miles.
£235/10.—Lambretta 1956 Mk. 3 150 with numerous accessories and Watsonian Bambini, 3,000 miles.
£189/10.—Lambretta 1957 150cc model LDB and Watsonian Bambini, similar to above.
£249/10.—Vauxhall 1956 600cc de Luxe Redwing and Watsonian Maxtroke on VQ21 chassis.

(Continued in col. X)

THE FINEST SELECTION
OF MOTORCYCLES, SCOOTERS & MOPEDSNEW AND SECONDHAND
IN NORTH LONDON

SECONDHAND SOLOS

ARIEL, 1951, 500 c.c. Model KH, springer.....	£89 10
ARIEL, 1954, 350 c.c. Model NH, s/arm, d/seat.....	£125 10
B.S.A. 1954, 125 c.c. Bantam, springer, d/seat.....	£55 10
B.S.A. 1956, 250 c.c. C11/G, s/arm, d/seat.....	£119 10
EXCELSIOR, 1956, 98 c.c. Comet, springer.....	£52 10
FRANCIS-BARNETT, 1957, 197 c.c. Falcon, s/arm.....	£125 10
ITOM, 1956, 50 c.c., 3-speed Sports, s/arm.....	£85 10
JAMES, 1955, 98 c.c. Comet, springer, carrier.....	£49 10
JAMES, 1957, 150 c.c. Cadet, s/arm, d/seat.....	£95 10
MATCHLESS, 1956, 350 c.c. G3LS, s/arm, d/seat.....	£159 10
NORMAN, 1957/8, 160 c.c., s/arm, 4-speed de Luxe.....	£115 10
NORTON, 1953, 500 c.c. Model ES2, s/arm, d/seat.....	£109 10
ROYAL ENFIELD, 1957, 150 c.c. Single, s/arm, d/seat.....	£85 10
SUNBEAM, 1955, 500 c.c. Model 88 Sports, springer.....	£155 10
TRIUMPH, 1954, 150 c.c. Terrier, springer, d/seat.....	£75 10
VELOCEITE, 1953, 300 c.c. LE Twin, s/arm.....	£85 10
ZUNDAPP, 1956, 198 c.c. Model 2008, s/arm, d/seat.....	£119 10

SECONDHAND COMBINATIONS

A.J.S. 1958, 500 c.c. Model 188, s/arm, with Garmet Sports launch s/car.....	£109 10
B.S.A. 1957, 650 c.c. Model A10, springer, Avon screen, with Garmet Laitner D/Adult saloon s/car.....	£249 10
ROYAL ENFIELD, 1947 Model G, teles., screen, with Watsonian Alton saloon.....	£50 10

DEPOSIT 1/3 CASH PRICE

IMMEDIATE DELIVERY
H.P. ACCOUNTS SETTLED
TAX AND INSURANCE CAN BE INCLUDED IN TERMS

TERMS UP TO 24 MONTHS

EXCHANGES WELCOME

CLAUDE RYE LTD
THE MOTOR CYCLE PEOPLE

183-187 HIGH ROAD
S. TOTTENHAM, N.15

STamford Hill 2340

Open: 9-6.30 Thursdays 1 p.m.

CLAUDE RYE LTD
THE MOTOR CYCLE PEOPLE

CLAUDE RYE LTD
THE MOTOR CYCLE PEOPLE

CLAUDE RYE LTD
THE MOTOR CYCLE PEOPLE

DON'T BLAME US IF YOU ARE
TOO LATE TO GET ONE OF THESE
"WABO"

WORLD'S
FINEST
SCOOTER
BARGAIN



VILLIERS - ENGINED

SCOOTER FOR TWO

Finished in DUO

COLOURS, RED/

GREY, BLUE/

GREY.

TERMS 1/3rd

DEPOSIT

24 MONTHS

TO PAY

Exchanges. Ride away in 10 minutes. Fully covered.

98 c.c. NOW ONLY 89 GNS.

150 c.c. NOW ONLY 102 GNS.

IF YOU CANNOT CALL, ORDER BY POST

All replacement parts readily obtainable.

Send 45 to reserve yours now

895-921 FULHAM RD. LONDON S.W.6

RENDON 6174/10 (lines)

Nearest station: Putney Bridge. Buses 14 & 96 pass the door.
North London Branch: 183-187 High Rd., S. Tottenham, N.15
Stamford Hill 2340. OPEN 9 a.m.-6.30 p.m. Thurs. 1 p.m.

MOTOR CYCLES MISCELLANEOUS

(Continued from col. 1)

- C**LEARANCE bargains.
£7/10.—1956 Cyclemaster 33cc, Curry's Eliminator cycle.
£7/10.—1955 B.S.A. de Luxe with 35cc Wing Wheel.
£7/10.—1951 Velosolex 45cc moped, electrics, etc.
£15/10.—1956 Mobylette 49cc moped, open frame.
£39/10.—1955 N.S.U. Quickly 49cc, 2-speed, electric.
£39/10.—1957 New Hudson 98cc a/bike, w/soreen, etc.
£59/10.—1949 Ariel 500cc ohv twin, pillion, etc.
£79/10.—1952 Ariel 350cc springer, d/seat, very good.
£39/10.—1950 B.S.A. 350cc B31, d/seat, etc.
£59/10.—1953 B.S.A. 125cc springer, green and chrome.
£59/10.—1954 Dot 197cc competition springer, d/seat, etc.
£69/10.—1954 Enfield 350cc ohv model G, pillion.
£47/10.—1953 James 197cc competition, 4-spd., All etc.
£65/10.—1956 James 197cc competition springer, light, etc.
£27/10.—Regd 1946 Matchless 350cc G3LS, d/seat, rests.
£19/10.—Unregd. Norton 16H 500cc sv, complete, ex-W.D.
£79/10.—1951 Norton 500cc ES2 springer, d/seat, 1/shield.
£49/10.—1954 Triumph 150cc ohv springer, d/seat, etc.
£59/10.—1955 Triumph Terrier 150cc, as above, maroon.
ONE-THIRD deposit, 24 months to pay; part exchanges for cars, motor cycles and scooters—2871, Neasden Lane, N.W.10. Gladstone 3355 (8 lines) (G115)

ASHBY'S.

ASHBY'S OF STONEBRIDGE offer superb selection.

- £27**/10 cash.—1948 B.S.A. 250cc C11 de Luxe.
£59/10.—1953 LE Velocette 200cc W/C twin, overhauled engine.
£89/10.—1955 B.S.A. 250cc C11G de Luxe springer.
£89/10.—1953 Matchless G3LS 350cc s/arm, c/bar.
£149/10.—1954 Norton 88 Dominator de Luxe twin, s/arm.
£139/10.—1954 Triumph T100 500cc twin, s/arm.
£179/10.—1956 Triumph Trophy 650cc twin, s/arm fully equipped.
£199/10.—1958 Norton International model 99 500cc ohv, s/arm.
£195/10.—1956 Norton 99 Domie de Luxe twin, s/arm.
£189/10.—1956 A.J.S. twin 500cc, s/arm, post cover, etc.
£229/10.—1954 Vincent Rapide C twin in touring trim, truly exceptional.
£149/10.—1950 Vincent Rapide C, truly outstanding condition.
COMBINATIONS.
£99/10.—1951 Ariel 500cc Red Hunter and Surre c/a saloon.
£79/10.—1950 Matchless 500cc, s/arm and Avon sports.
£149/10.—1953-3 Panther 600cc and Raven ohv saloon.
£169/10.—1953 Triumph 650cc twin and Canterbury Saxon 2-seat saloon.
£179/10.—1952 Vincent Rapide C and Benth PW de Luxe.
£209/10.—1954 Triumph 650cc twin and 1957 Watsonian full door 2-seater saloon.
£209/10.—1955 B.S.A. 650cc twin and new Raven d/a saloon.
£329/10.—1956 Ariel 1,000cc and new Raven 2-seat saloon.
MANY others in stock.

HIRE purchase.

ONE-THIRD deposit, balance 12, 18 or 24 months' exchanges welcome.—Ashby's of Stonebridge, Ltd., 33, Hillside, Harrow Rd., Stonebridge, N.W.10. Harrow 4488. (G115)

GATEHOUSE MOTORS.

- £199**/10.—1956 Norton 600cc Doml. 99, spotless.
£149/10.—1954 Norton 500cc Doml. 88, superb.
£119/10.—1952 Vincent 500cc Comet, complete overhaul.
£119/10.—1957 Triumph 200cc Cub, s/arm, etc.
£109/10.—1957 Francis-Barnett 197cc, s/arm, immaculate.
£99/10.—1953 Ariel 500cc Hunter springer, d/seat, of extras.
£85/10.—1953 B.S.A. B31 springer, taxed, crash bar.
£55/10.—1951 Matchless 350cc G3LS, windscreen, 1/shield, crash bar, taxed.
£35/10.—1950 B.S.A. 250cc C11, dual seat.
£20 cash.—1947 B.S.A. 250cc C10, teles., good.
H.P. terms, deposit one-third, balance over 12, 18 or 24 months.
GATEHOUSE MOTORS. 196 & 8, Archway Rd., Highgate, N.6. Fitzroy 1666. Monday-Saturday (G115)

CLAUDE RYE LTD
THE MOTOR CYCLE PEOPLE
PHENOMENAL BARGAIN
BRAND NEW 1958
Canterbury
'AVENGER' MK.2
DOUBLE ADULT SALOON BODY
FITTED TO 1952 M21 600 c.c. S.V.

BSA

ONLY
£139'10'0
COMPLETE
READ THIS SPECIFICATION

Brand New Canterbury Avenger Mk. 2. Double Adult Saloon. This full door double adult saloon offers exceptional value for money. With stressed ply construction, fully metal body and door, and fabric covered top, the Avenger Mk. 2 maintains its popularity in the Canterbury range. In pursuance of comfort, deep sprung seat units are provided. Ample height, width and leg room add comfort to its extremely attractive appearance, finished in Maroon and Silver. Fitted to 1952 M21 600 c.c. S.V. Lucas Magneto lighting, telescopic forks, oilbath primary chaincase, 4-speed footchange, Smith's speedometer, finished in maker's colours with chrome parts, thoroughly checked in our workshops before despatch. Fitted with a used 4-point suspension B.S.A. chassis.

TERMS 1/3 DEPOSIT
24 MONTHS TO PAY
IMMEDIATE DELIVERY
3 MONTHS' WRITTEN GUARANTEE
EXCHANGES WELCOMED
We will reserve this wonderful bargain

ALSO AVAILABLE

1951 B.S.A., as above specification.....	£135 10 0
1953 B.S.A., as above specification.....	£149 10 0

Open 8.30 a.m. to 6 p.m. daily. Thursday 1 p.m.
895-921 FULHAM RD. LONDON S.W.6
RENEWN 6174 (20 lines)

(Nearest Station: Putney Bridge. Buses 14 & 96 pass the door.)
North London Branch: 183-187 High Rd., E. Tottenham, N.15
STAMFORD HILL 2340. Open 9 a.m.-6.30 p.m. Thurs. 1 p.m.

MOTOR CYCLES MISCELLANEOUS
HUMPHREYS.
HUMPHREYS.—New 1958 models, delivery from stock and most leading makes; also a few new 1957 models still available at reduced prices.
HUMPHREYS.—1957 Douglas 350 Dragonfly, beige, 4,000 miles; £139.
HUMPHREYS.—1957 B.S.A. Dandy, mauve, carefully used; £59.
HUMPHREYS.—1957 Terrot scooter, 3 speeds, spare wheel carrier, 500 miles only; £129.
HUMPHREYS.—1956 Norton Dominator 99, excellent condition; £189.
HUMPHREYS.—1956 Bown Moped 49cc, excellent condition; £35.
HUMPHREYS.—1956 Excelsior Tallman Twin, s/arm, fairing, reg. 1957; £115.
HUMPHREYS.—1956 N.S.U. Prima, self-starter, spare wheel, choice of several from £139.
HUMPHREYS.—1955 Panther 100 s/a, with Swallow Vulcan 2-seater s/c, 5,000 miles only, magnificent outfit; £229.
HUMPHREYS.—1955 B.S.A. Bantam Major, screen, dual seat, etc.; £65.
HUMPHREYS.—1955 B.S.A. B31 350, £139; also 1954 similar; £115.
HUMPHREYS.—1955 Bella scooter, 200cc, red, mileage 5,000; £125.
HUMPHREYS.—1955 Enfield 500 twin, swinging arm, excellent condition; £299.
HUMPHREYS.—1953 Norton Dominator with Avon s/c, superb outfit; £159.
HUMPHREYS.—1952 B.S.A. A10 with adult and child sidecar, spring frame; £155.
HUMPHREYS.—New sidecars delivered from stock, most models, Watsonian, Garrard, Swallow, etc.
HUMPHREYS offer a magnificent range of new and also used machines from £50 upwards, all available on easy h.p. terms; personal accident, sickness and unemployment insurance available if desired; exchanges welcomed; your inspection invited; superb range of sidecars also available.
HUMPHREYS, Ltd., 116-122, Hampstead Rd., N.W.1 (cont. Tottenham Court Rd.). Tel. Euston 3325. [C1058]

FISHERS OF ACTON.
1/3RD deposit, balance 12, 18 or 24 months.
1955 Royal Enfield 350 Bullet; £99/10.
1950 H.R.D. 500 Comet springer; £79/10.
1949 Panther 600, one owner; £59/10.
1948 B.S.A. M.33; £45.
1948 Matchless 500, spring frame, swinging arm; £45.
1948 E.M.B. 350 twin; £45.
1948 Royal Enfield model G; £39/10.
1939 Triumph Tiger 100; £29/10.—44, Western Ave., East Acton, W.3. Shepherds Bush 5007, 3 mins. Acton Underground. [C1005]

KING'S OF OXFORD
20 branches throughout Great Britain for real service! 5,000 modern used and over 2,000 new for immediate delivery on the easiest of easy terms—get all the gen. now—see display advert. on page 25.
KING'S OF OXFORD.
NEW Rd., Oxford. [C1171]
GOODALLS OF EPSOM.
GOODALLS.—1955 Ariel 350, swinging-arm suspension, 15,000 miles; £135.
GOODALLS.—1950 Triumph 6T, Mark II hub, Ascot sidecar; £125.
GOODALLS.—1947 Royal Enfield model G, dual seat, screen; £25.
GOODALLS MOTOR CYCLES, Ltd., 55, South St., Epsom. Tel. 9563. Open 8.30-7. [C1051]

WHEELERS OF EPSOM.
1953 B.S.A. 125cc Bantam, excellent; £45.
1952 Matchless 500cc twin springer, fast; £132.
1956 Triumph 650cc Thunderbird springer, immaculate; £195.
1949 Triumph 350cc twin, bargain; £90.
WHEELERS OF EPSOM for new and used machines, buy your 1952 model now; new and used are fully backed by guarantee and the best after-sales service ever offered; if you cannot call send for free list, our postal service is great.
WHEELER MOTORS, 45-51, Waterloo Rd., Epsom, Surrey, 4505-6. [C1131]

FISHERS OF HOUNSLOW.
1951 500cc B.S.A. B34; £90.
1957 200cc Triumph T20, very clean; £120.
1955 350cc A.J.S.; £150.
1956 650cc Triumph Thunderbird, as new; £205.
1956 600cc A.J.S. model 30 twin; £216.
1954 Bond Minicar; £170.
1952 Bond Minicar; £125.

COMPREHENSIVE range of new and second-hand machines.
PART exchange, hire purchase.—E. R. Fisher Motors, Ltd., Bath Rd., Hounslow, Middx. Hounslow 1852. [C1163]

CLAUDE RYE LTD
THE MOTOR CYCLE PEOPLE
1958 MOTORCYCLES
SCOOTERS, MOPEDS
3 WHEELERS & SIDECARS

ALL MODELS AVAILABLE FOR IMMEDIATE OR QUICKEST DELIVERY
We have the finest range of new models in the country. Terms 1/3rd deposit, 24 months to pay, no silly restrictions and time wasted making enquiries, you can ride away on the spot fully taxed and insured, your own machine taken as deposit. We can cover you against Accident, Sickness and Unemployment. E.P. ACCOUNTS SETTLED, EXCHANGES, IF YOU CANNOT CALL, ORDER BY POST.
MOTORCYCLES
A.J.S., ARIEL, AMBASSADOR, B.S.A., ENFIELD, EXCELSIOR, FRANCIS-BARNETT, JAMES, MATCHLESS, NORMAN, NORTON, N.S.U., MAX., PANTHER, SUNBEAM, VELOCETTE, ZUNDAPP.
SCOOTERS
ALBATROSS, B.S.A., BELLA, BINZ, BOND, DIANA, D.K.R., DUNKLEY, D.K.W., EXCELSIOR, HEINKEL, ISO, LAMBRETTA, MAICO, MERCURY, N.S.U., PARILLA, PIATTI, PROGRESS, T.W.N., VICTORIA, VESPA.
MOPEDS
BOWN, BINETTA, EXCELSIOR, EXPRESS, PERLE, MERCURY, NORMAN, NEW HUDSON, LEOPARD, N.S.U. QUICKLY, PHILLIPS, VICTORIA, ZUNDAPP COMBINETTE.
SIDECARS
BLACKNELL, B.S.A., BUSHAR, CANTERBURY, GARRARD, NORTON, SWALLOW, SURREY, RANKIN, SUNBEAM AND WATSONIAN.
THREE-WHEELERS
A.C. PETITE, BOND MINICAR, HEINKEL, MESSerschmitt, RELIANT, GOGGOMOBIL AND ISETTA.
Write for LEAFLET OF MACHINE YOU ARE INTERESTED IN.

THIS COUPON IS WORTH MONEY !

NAME
ADDRESS
(M)
I HAVE A USED MACHINE I WOULD LIKE TO SELL/PART EXCHANGE.
MAKE YEAR MODEL
S.V. or O.H.V. Sps. Rigid
Solo or Comb. c.c.
Make of car City or W.D.
Dynamo Tele Flashing Coil
Order Mileage Appearance
Colour Dec. of tyres I require

895-921 FULHAM RD. LONDON S.W.6
RENEWN 6174 (20 lines)
8.30-6 daily Thurs. 1 p.m.
(Nearest Station: Putney Bridge: Buses 14 & 96 pass the door)
North London Branch: 183-187 High Rd., E. Tottenham, N.15
STAMFORD HILL 2340. OPEN 9 a.m.-6.30 p.m., Thurs. 1 p.m.

CAMDEN

MOTORCYCLES

[C1082]

C1135/R

[C1016]

1. *Journal of the American Medical Association*, 1997; 278: 1039-1044.

shields.

frame,
almost

aths at

08

17618

0 miles

Garden

OPEN DAILY 9 a.m. to 8 p.m. ON SUNDAYS 10 a.m. to 2 p.m.

... ..

1940

RAYMOND WAY OF KILBURN

In order to cope more efficiently with the tremendous increase in Scooter Sales, we are now devoting an Entire Floor exclusively to Scooters. Come along to Willesden Lane and view the Largest Selection ever offered. Over 100 New Models and 50 Selected Secondhand available for Immediate Delivery. Expert guidance in selecting the most suitable model is available and naturally our unrivalled H.P. facilities are at your service.

HERE IS A SMALL SELECTION OF OUR HUGE STOCK OF FULLY GUARANTEED USED MOTOR CYCLES. COMBINATIONS

- 1945 Dec. B.S.A. 650 c.c. Golden Flash, s/frame, handbar screen, 14" wheels, carrier, fitted Canterbury Sports coupe on h/wright chassis with sprung wheel and brake. A nospaloon outfit. £245
- 1945 Ariel 650 c.c. Hunstmaster, s/arm, d/seat, fitted Watsonian Avon s/car on V.G.21 chassis. Fast sporting outfit. £179
- 1947 TRIUMPH 500 c.c. Speed Twin, s/arm, d/seat, fitted large 2-seater saloon s/car on h/wright chassis. An immaculate outfit. £239
- 1948 PANTHER 600 c.c. Model 100, s/arm, d/seat, 14" wheels, low mileage, fitted large c/adult saloon s/car on heavyweight Canterbury sprung wheel chassis. Powerful and economical. £179
- 1948 B.S.A. 650 c.c. Golden Flash, s/frame, d/seat, fitted Watsonian Maxitoke large c/adult s/car on V.G.21 chassis with brake. Above average condition. £179
- 1948 ROYAL ENFIELD 700 c.c. Meteor, s/arm, d/seat, fitted Watsonian 2-adult Maxitoke s/car in matching maroon. A luxurious fast tourer. £249
- 1947 TRIUMPH 650 c.c. T110, s/arm, Avon Faring, fitted Garrard Grand Prix Sports s/car. A really super outfit. £310
- 1947 Ariel 650 c.c. Hunstmaster, s/arm, d/seat, fitted Watsonian Monarch Sports tourer. An immaculate low mileage outfit. £269
- 1948 B.S.A. 650 c.c. Golden Flash, s/frame, d/seat, fitted Swallow Tudor saloon s/car on Veloc chassis. Quality and performance. £249
- 1948 B.S.A. 650 c.c. M20, chrome and maroon, fitted Canterbury saloon s/car on B.S.A. chassis. Economical and reliable. £139

VERY SPECIAL OFFER

20 used s/car bodies of all types, some with chassis. From 10 Gns. Callers only.

WE HAVE AN AMAZING SELECTION OF BRAND NEW 1954 MACHINES AND SIDECARS IN STOCK FOR IMMEDIATE DELIVERY. PART EXCHANGES WELCOMED.

3 months' written guarantee on all used machines over £50

PLEASE WRITE CLEARLY

I want a
I have a
I value at £
NAME
ADDRESS
.....MC

RAYMOND WAY

WILLESDEN LANE, N.W.6
Close to Gaumont State Cinema
HAIDA VALE 4044 Open 9-7, Sat. 9-3
Open Sundays 10-12 for inspection only
and at 773 HIGH RD., SEVEN KINGS, ESSEX

MOTOR CYCLES MISCELLANEOUS

PANKHURST'S OF HAMMERSMITH.

BARGAINS in used motor cycles, scooters, combinations and mopeds; prices from £10 to £200 including many nearly new twins and singles; some 200 models for you to choose from; part exchanges, your car, motor cycle or moped; immediate delivery on all h.p. deals.—For a better deal come to Pankhurst's, 314, King St., Hammersmith, W.6. Tel. Riv. 1401. Open Mondays to Saturdays. 8.30 a.m. to 8 p.m. [C1136]

MAYBANK MOTOR CYCLES offer:—

- 1954 Triumph 197cc. s/arm, absolutely brand new, unregistered; £85.
- 1952 Norton Dominator, model 7, beautiful machine, mechanically perfect; £105.
- 1949 B.S.A. A7, very sound machine; £59/10.

TERMS, exchanges.—5, Maybank Rd., South Woodford, E.18. Wanstead 1829. [C1142]

JACK KENDALL OF ISLINGTON offer:—

- 1954 B.S.A. 650 Flash sw. arm; £149.
- 1955 Triumph ST Thunderbird, immaculate throughout; £155.
- 1956 James K12 225cc sw. arm; £110.
- 1951 Ariel twin, sprung frame; £79.
- 1956 B.S.A. Bantam 125cc; £67.
- 1952 B.S.A. Bantam 125cc; £45.
- 1954 Triumph ST, sprung hub; £129.

COMBINATIONS:

- 1954 B.S.A. Golden Flash, fitted Busmar d/a sidecar; £185.
- 1950 Sunbeam 88, fitted Watsonian s/s; £95.

ONE-THIRD deposit, h.p. over 12, 18, and 24 months.

SOME other bargains for callers.—324, York Way, Islington, N.1. Tel. North 5300. [C1015]

MOTOR CYCLE SERVICES (CROYDON) offer:—

- TRIUMPH 1953 ST, s/hub, d/a, with c/a Surrey sidecar, Garrard Mark II chassis, very smart; £185/10.
- B.S.A. 1953 650 twin, d/a with B.S.A. sports s/car, in matching colours; £139/10.
- ARIEL 1949 500 twin, Garrard S90 sports s/c; £109/10.
- NORTON 1948 16H with c/a s/c; £89/10.
- B.S.A. 1946 M20 (not W.D.), with c/a s/c; £59/10.
- NORTON 1948 (regd.) 16H, c/a s/c; £29/10.
- ARIEL 1949 500 twin, d/s; £69/10.
- B.S.A. 1957 Dandy scooter, as new; £59/10.
- JAMES 1955 150 Cadet, s/i; £59/10.
- FRANCIS-BARNETT 1954 125, a/i, d/s; £59/10.
- N.S.U. 1955 Quickly Moped, as new; £39/10.
- JAMES 1950 Comet 98cc; £27/10.
- TRIUMPH 1944 500 sv, good order; £17/10.
- ROYAL ENFIELD 1947 350, teles, requires some attention; £12/10.

MOTOR CYCLE SERVICES (CROYDON), 1, Parsons Mead, nr. West Croydon Station. Tel. Croydon 9077. [7614]

HARROVIAN GARAGE offer the following combinations at bargain prices to clear:

- £85 A.J.S. 1953 350 model 16MS sw. arm and Watsonian Avon sidecar, one owner, taxed year.
- £89 Ariel twin 1951 and 1955 Watsonian Maxitoke sidecar.
- £45 Norton 1947 500 o.h.v. Model 18, teles, and s/seat sidecar.
- 160—162, Northolt Rd., S. Harrow. [C1013]

D. J. SHEPHERD & Co. (ENFIELD), Ltd., 434-436, Hertford Rd., Enfield. Tel. Howard 1631, 2923.

- 1955 Douglas Vespa, one owner; £89.
- 1957 98cc James Comet, windscreens, leg shields and battery lighting; £79.
- 1957 150cc LDB Lambretta; £132.
- 1955 B.S.A. C10F, with single-seater s/c; £89. [C1132]

WALLY HAINSBY, 293, West End Lane, London, N.W.6. Tel. Swl. 2896. H.P. terms, 1/4 deposit, balance 12-24 months; part exchanges welcomed.

- £189—1953 B.S.A. A10 650, with double adult full door saloon on Garrard braked chassis.
- £95—1947 Norton 500 ohv with 1956 double adult saloon very smart and reliable outfit.
- £85—1947 Triumph Speed Twin with Garrard S90 sports on Mark II chassis, very good runner.
- £119—1956 Lambretta LD 150, green and black, many extras, as new.
- £85—1949 Sunbeam 88 500, recon'd. engine, resprayed, immaculate.
- £72—1955 Bantam Major 150cc, perfect throughout.
- £45—1952 Bantam 125cc springer, new ends, etc., must be run in.
- £29—1946 A.J.S. 250, dual seat, good tyres and engine.

WALLY HAINSBY has many other good bargains not advertised. It's worth a visit. [C1143]

JORDANS OF HULL THE POSTAL SPECIALISTS



We can't promise you'll be able to balance your girl on the pillion or the tank—but we do know our terms will help you balance your budget!

- ★ HIGHEST ALLOWANCES IN PART EXCHANGE (we will take your camera, too)
- ★ NO PAYMENTS DURING UNEMPLOYMENT, SICKNESS, ETC.
- ★ IMMEDIATE DELIVERY
- ★ 24 MONTHS TO PAY

POST COUPON NOW FOR DETAILS OF A

REAL MAN TO MAN DEAL

NO FUSS REFERENCES GUARANTORS



I require a (A)
CAR
SCOOTER.....
MOTORCYCLE.....
THREE-WHEELER.....
and have a.....

Please send FREE Bargain Lists and details of "THE EASY JORDAN WAY"

NAME.....
ADDRESS

JORDANS, STORY STREET, HULL
Telephone: 16131 Open all day Saturday

OWEN BROS

FOR YOUR NEW

BSA



and **SUPER**
service

ALL MODELS
IN STOCK

THIRD
DEPOSIT
RIDE
AWAY!

BALANCE OVER 24 MONTHS

Any make of motor cycle or scooter
welcomed in part exchange

1958 MODELS	Cash Price
Bantam 150 c.c.	£105 5 11
Bantam Major 150 c.c.	£113 10 0
Bantam Super 175 c.c.	£122 5 0
Model C18 500 O.H.V.	£165 5 11
B31 500 O.H.V.	£220 10 10
B32 500 O.H.V.	£230 8 1
B31 500 S.V.	£194 7 1
A7 500 c.c. Twin	£257 12 2
Shooting Star 500 c.c. Twin	£265 14 5
A10 650 c.c. Twin	£281 19 6
Super Rocket 650 c.c. Twin	£283 8 8

Watsonian and B.S.A. Sidecars stocked

★ Buy your B.S.A. at Owen Bros. and benefit by specialized after-Sales Service. Our organization is devoted solely to the supply and service of B.S.A. machines, and our £20,000 stock of Spares is the largest in the British Isles.

OWEN BROS.

B.S.A. MAIN AGENTS

"B.S.A. HOUSE," 19 BATTERSEA RISE,
CLAPHAM JUNCTION, S.W.11.

Sales: BAT 5253 Spares: BAT. 7816
Hours: 9.30 a.m. to 6 p.m. Wed, 1 p.m.

MOTOR CYCLES MISCELLANEOUS

MITCHELL KRISKINE, Ltd. (Palmer's Green), offer:-

- 1956 Triumph Thunderbird 650cc, s/c; £199.
- 1956 Matchless G11 600cc, one careful owner; £199.
- 1956 Matchless 9 500cc, windscreen, one owner; £189.
- 1957 James Commodore 250cc, 3,000 miles only; £159.
- 1957 250cc B.S.A. C12, immaculate condition; £129.
- 1957 Ariel Red Hunter, one owner; £119.
- 1954 B.S.A. B31 350cc, one owner; £115.
- 1957 Royal Enfield Ensign, one owner, very nice condition; £89.
- 1954 B.S.A. C11 250cc; £89.
- 1953 A.J.S. 350cc; £79.
- 1957 Achilles Lido 50cc, springer; £55.
- 1956 N.S.U. Quickly, many extras; £49.
- 1957 James Cadet 150cc; £79.
- 1954 225 James Colonel; £59.
- 1955 B.S.A. Bantam; £55.
- 1952 B.S.A. Bantam; £35.

ONE-THIRD deposit, balance 12, 18, 24 months; part exchanges welcomed.
15, Green Lanes, Palmer's Green, N.19. Bowes Park 5222, 4976. (7630)

L. STEVENS, Ltd., offer the following selection of used machines:

- £29/10.-To clear, 1949 149cc L.E. Velocette, running order and with modified oiling.
- £45.-1954 197cc Tandon Imp Supreme, taken in part exchange, swinging arm suspension, dual seat, good tyres.
- £79/10.-1955 197 trials Dot, 4-speed gearbox, Earles type fork, never ridden in events, and not bent or dented.
- £89/10.-1949 Sunbeam S8 with Blacknell Bullet sidecar.
- £99/10.-Smart 1950 plunger B.S.A. A7, with 1955 Watsonian Monarch single seater touring sidecar, on braked V.G.21 chassis.
- £139/10.-Superb 1954 springer Velocette MAC, looks and sounds like new, only 8,000 miles on the clock.
- £149/10.-Immaculate, black 1955 B.S.A. plunger Golden Flash, only one owner.
- £149/10.-1955 A.J.S. 350 springer, very much above average.
- £195.-1955 600cc Panther, with brake sprung wheel, Canterbury double adult sidecar, whole outfit in showroom condition, taxed for the year, and fitted with windscreen and leg shields.
- £209/10.-1956 Norton 198 and Watsonian Ascot single seat sidecar.

L. STEVENS, Ltd., 151, Goldhawk Rd., Shepherds Bush, London, W.12. Shepherds Bush 1154. (C1151)

PETER BROWN MOTORCYCLES, 6, Bromley Hill, Bromley, Kent. Ravensbourne 4812.

- 1954 600cc Panther, fitted double adult Swallow chair, legshields and windscreen, superior example; £185.
- 1954 Golden Flash springer, Watsonian single adult chair all in matching beige, taxed year; £195.
- 1958 Moto Parilla scooter, only 10 miles on clock, as new; £145.
- 1955 Triumph Tiger Cub, taxed year, one owner; £89.
- 1955 B.S.A. Bantam 500 springer, taxed year, one owner; £75. (C1015)

HARRY NASH, 12 1/2% off 1957 models, 1958 models all leading makes in stock.

- H.-1952 Ariel 1,000 4 s/s, one owner. £115; 1955 500 twin Ariel, s/car. £215.
- H.-1948 350 Ariel, real beauty. £30; 1954 B.S.A. 250, 4 sp. spring, maroon. £69.
- H.-1953 B.S.A. 250, s/s. £82; 1949 B.S.A. 250 ohv. £49.
- H.-1955 B.S.A. B31, s/arm, fairing, beauty. £135; 1954 Indian Brave 250cc, smart, reliable. £55.
- H.-1956 James 150, 1/shields. £55; 1956 Velocette LE, 2 tone, one owner, as new. £107.
- H.-1952 L.E. 200, amazing condition. £53; 1952 Sunbeam S8, grey, smart, nice engine. £97; 1953 Norton ES2 and Avon s/car, one owner. £159.

HARRY NASH, 24 months hp: any vehicle exchanged, 391, King St., Hammersmith, W.6. Riverside 2837-8. (C1090)

WEST LONDON MOTOR AGENCIES offer the following used combinations

- 1952 B.S.A. A7 springer and new Watsonian light Maxstoke; £155.
- 1954 Triumph 5T springer and new Canterbury s/s sidecar; £155.
- 1948 Triumph T100 and Swallow Commando; £95.

H.P. terms and exchanges.

436, Uxbridge Rd., W.12. She. 1121. (C1133)

CASH ON SIGHT

FOR MOTOR CYCLES
AND SCOOTERS

Get our
offer before
you sell!
H. P. ACCOUNTS
SETTLED

E.S. MOTORS LTD.
309-325 HIGH ROAD, CHISWICK, W.
Telephone: CHiswick 2246

M.P.H.W.

SALES LTD
23 PICCADILLY
LONDON, W.1

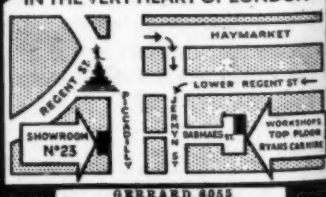
Also a branch at Woking

THE
SPECIALISTS



"BUBBLE CARS"
LIGHT CARS & 3-WHEELERS
CAN NOW
DEMONSTRATE
SELL & SERVICE
FOR YOU

IN THE VERY HEART OF LONDON



Midland Motor-Cyclists!

1,000 USED MACHINES to choose from at

COPE'S

THE AGENT WITH ALL THE ADVANTAGES

- ★ Six depots to serve you
- ★ Written guarantee
- ★ Easy terms
- ★ Free delivery
- ★ Private training ground for learners
- ★ Write or call today at your nearest branch for our BUMPER CATALOGUE and "GUIDE TO BETTER MOTOR CYCLING"

WOLVERHAMPTON

167-8/9 Stafford Street
Phone: Wolverhampton 24605/6

COVENTRY

5 and 7 Holyhead Road
Phone: Coventry 40238/9

NEWCASTLE

(Staffs) 12 George Street
Phone: Newcastle 65268/9

MANSFIELD

2 Albert St. and 45 White Hart St.
Phone: Mansfield 1205

BIRMINGHAM

477-478 Hagley Road
Phone: Bearwood 2246/7/8

DUDLEY

98 and 193 High Street
Phone: Dudley 3464

Post this NOW to..

YOUR NEAREST BRANCH

NAME.....
ADDRESS.....

MOTOR CYCLES MISCELLANEOUS

CHARLES SIMPSON MOTORS offer:-

- 1957 250cc Royal Enfield Crusader, immaculate, in green and chrome, fully equipped; amazing value, £159.
1957 Lambretta, leopard skin covers, screen, etc.; £159.
1955 197cc Dot scrambler, Earles type front fork, s/a suspension; a hot little outfit for £99.
1953 Triumph Speed Twin, sprung hub, dual seat, appearance only fair; super snip, £119.
1955 B.S.A. B31, s/a suspension, comprehensively equipped; amazing value, £159.
1953 500cc ES2 Norton, s/a suspension, extremely well cared for; super snip at £129.
1950 LE Velocette, very carefully used, ready to drive away; £49.
1948 350cc Douglas, torsion bar springing, fully equipped; unrepeatable value, £49.
1938 350cc O.K. Supreme, good runner; £10.
1956 Zundapp, immaculate, spot-on mechanically; £109.
1956 Triumph Tiger Cub, fast and sporty little machine; £99.
1955 Triumph Tiger 100, crash bars, spotlight, etc.; £169.
1955 250cc B.S.A. C11, in splendid condition throughout; £99.
1953 500cc Royal Enfield Bullet, fully equipped; £89.
1949 Norton Big Four, Raven double-adult saloon sidecar; £89.
1949 Norton Big Four, fitted 1957 Watsonian Avon sidecar with brake; £119.
1950 600cc Panther, Watsonian Maxstoke; £119.

CHARLES SIMPSON MOTORS, Ltd., Staples Corner, Hendon, N.W.2. Gladstone 1921/246. Part exchanges a speciality on both motor cycles and cars. (C1154)

AUBREY BOSWORTH for value on easiest possible terms.

- 1957 250cc Francis-Barnett Cruiser 80, fitted fairing, as new, 5,000 miles; £139/10.
1956 197cc Sun, swinging arm; £79/10.
1955 197cc Francis-Barnett Falcon 70; £89/10.
1955 197 James Captain, swinging arm; £89/10.
1953 197cc James Captain, springer; £59/10.
1950 500cc A.J.S. 18, swinging arm; £89/10.
1954 200cc Ariel Colt, springer; £79/10.
1953 125cc Vespa, sparewheel, etc.; £75.
1955 153cc Parilla Greyhound; £89/10.

YOUR present machine in exchange.
385 High Rd., Kilburn, N.W.6. Tel. Maids Vale 0932. (C1170)

KINGSTON MOTOR CYCLES offer the following used bargains:-

- 1957 Triumph Thunderbird, complete with Watsonian sidecar, ready to match; £285.
1954 B.S.A. A10 and Avon s/c; £189/10.
1954 Ambassador 225cc and Garrard Gasselle s/c; £99/10.

TERMS available on all models, free delivery 10 miles radius of Kingston; no reasonable offer refused.-28-3, London Rd., Kingston-on-Thames, Tel. Kingston 2243. (C1073)

D. A. HEWITT MOTORS, Ltd., offer the finest selection of immaculate machines.

We are buying all late models and paying top prices for them; bring your machine to us; open from 9 a.m. to 7 p.m. Monday to Saturday.
D. A. HEWITT MOTORS, Ltd., 5, York St., Twickenham, Popesgrove 1890 & 7087. (C1082)

HALLENS OF CAMBRIDGE, Ltd., are a must to contact when it comes to purchasing that new or used motor cycle; a modern showroom crammed full of popular machines.

HALLENS.-Take your pick from this week's used selection:- '57 A.J.S. 500 185, £185; '55 A.J.S. 350 16MS, £155; '56 A.J.S. 600 30, £199; '56 Ambassador 225 Supreme, £105; '51 Ariel 500 KG Twin, £89; '54 B.S.A. 650 A10, £149; '54 B.S.A. 250 C110, £89; '54 B.S.A. 150 D3 Major, £59; '50 Barnett 197 Falcon 55, £39; '57 James 197 K7, £110; '56 James 150 L15, £82; '56 Matchless 500 G808, £169; '57 Norton 600 77, £199; '55 Panther 350 75, £125; '48 Enfield 350G, £45; '54 Enfield 125 R, £49; '55 Tandem 250 Supreme, £99; '57 Triumph 199 Tiger Cub, £119; write, phone, or, better still, call for comprehensive price list. Remember, we arrange everything, hire purchase, part exchanges, etc.

HALLENS OF CAMBRIDGE, Ltd., Hawthorn Way Corner, Cambridge. Tel. 56225. (C1059)

COMERFORDS.-Sixty machines to be knocked-out for cash to callers; prices from £10; all at approximately half their normal price; this is a genuine clearance, no reasonable offer refused; delivered free within 5 miles or free on rail.-Portsmouth Rd., Thames Ditton, Surrey, Emberbrook 5531 (6 lines). (C1006)

HERE'S 100% motor cycle value, definitely very limited stocks, so if interested send your deposit now. Unregistered ex-R.A.F. and W.D. Matchless 350cc G3 also Norton 490cc sv models, fully equipped; these machines have been totally reconditioned to highest possible standards and would give the same service and trouble-free running as a new motor cycle costing £100. Note price £39/10 including purchase tax, deposit one-third secure delivery, balance 18 months. Write, call of phone 41181, Dawson's Motors, Shakespeare St., Nottingham. (C1029)



THE SPECIALISTS FOR QUALITY MACHINES

all available on Hire Purchase

SOLOS	
'55 N.A.U. Quickly, speedo, etc.	£39
'56 BIRETTA de Luxe Moped. As new	£39
'49 ENFIELD Mod. G, 350 c.c. O.H.V., teles, chrom. tank	£49
'52 B.S.A. 125 c.c. D1, springer	£55
'51 ENFIELD 350 c.c. Model G, Bargain	£59
'53 B.S.A. 125 c.c. Bantam, springer	£59
'53 SUN 197 c.c. springer, Immaculate	£65
'48 MATCHLESS 350 c.c., teles, d'neal, alloy handle	£69
'54 TRIUMPH 150 c.c. Terrier, springer, Immaculate	£69
'55 TANDON 197 c.c., 4-speed, s/arm, sprg.	£69
'48 NORTON 500 c.c. O.H.V. M18. Very smart	£79
'56 FRANCIS-BARNETT 150 c.c. Flower, sprg.	£79
'51 B.S.A. 350 c.c. B31, sprg.	£89
'55 JAMES 197 c.c., 4-speed, s/arm, sprg.	£89
'55 MATCHLESS 350 c.c. Immaculate	£89
'48 NORTON 500 c.c. ES2, sprg.	£89
'52 A.J.S. 350 c.c. O.H.V. Very clean	£99
'53 B.S.A. 350 c.c. B31, sprg., engine overhauled	£99
'52 A.J.S. 350 c.c. sprg. Super	£99
'56 B.S.A. 250 c.c. C10L 10 miles only	£115
'52 MATCHLESS 500 c.c. Twin, sprg.	£129
'53 MATCHLESS 350 c.c. s/arm, sprg.	£129
'54 ARIEL 350 c.c. s/arm, sprg.	£129
'53 B.S.A. 500 c.c. Star Twin, sprg. Immaculate	£129
'55 B.S.A. 350 c.c. B31, s/arm, sprg.	£135
'54 B.S.A. 350 c.c. A10, plunger, sprg. black	£159
'55 TRIUMPH 500 c.c. T110, s/arm, sprg.	£179
'55 A.J.S. 500 c.c. Twin, sprg. Avon fairing, etc.	£179
'56 B.S.A. 65 c.c. 8/A, sprg. Immaculate	£199
'56 NORTON 600 c.c. Featherbed 59, Immaculate	£199
'56 TRIUMPH 650 c.c. Trophy TR6, 8/A, sprg.	£209
'57 NORTON 500 c.c. 88, fairing, c/bars, etc.	£219
'57 NORTON 600 c.c. Dominator 98, Immaculate	£239
'57 TRIUMPH 650 c.c. T110, sprg. Immaculate	£239

CARS AND 3-WHEELERS
New STANDARD Pennant saloon, 5 tone, heater £761 9 6
New RELIANT Regal 4-seater saloon, red £446 0 0
1935 MORRIS 8, black £55 0 0
1937 VAUXHALL Wyvern, silver £250 0 0
1957 FORD Popular, blue, many extras £395 0 0
1954 AUSTIN A30, black, heater £480 0 0

COMBINATIONS	
'46 (reg.) TRIUMPH 500 c.c. and 8/8 s/car	£35
'57 A.J.S. 1,000 c.c. Big Twin and double-adult s/car	£45
'55 AMBASSADOR 197 c.c. and box s/car. Immaculate	£79
'50 ARIEL 600 c.c. VB and child/adult s/car	£99
'51 B.S.A. 600 c.c. M21 and Swallow child/adult s/car	£115
'52 B.S.A. 600 c.c. M21 and child/adult s/car	£129
'51 B.S.A. 650 c.c. A10, sprg. and child/adult s/car	£149
'54 ARIEL 500 c.c. s/arm, and Avon 8/8 s/car	£169
'52 ARIEL 1,000 c.c. 4, overhauled engine and s/car s/car	£179
'54 NORTON 500 c.c. ES2, sprg. Watsonian s/car s/car	£179
'57 LAMBRETTA 150 c.c. and Watsonian Bambos s/car, 2,500 miles only	£185
'55 B.S.A. M33, sprg., and child/adult s/car	£195
'55 NORTON 600 c.c. ES2, s/arm, and Swallow s/car sidecar. Spotless	£215
'55 B.S.A. 650 c.c. A10, sprg., and B.S.A. de Luxe single-seater s/car in matching beige	£219

SCOOTERS
'55 PARILLA 153 c.c. 4-speed £95
'55 LAMBRETTA 125 c.c., extra. Choice of 3 from £99
'56 ADLER 96 c.c., electric starter £115
'55 DELIA 200 c.c. 4-speed, red £125
'55 LAMBRETTA 150 c.c., many extras £139

Part Exchanges welcomed. 200 others available - New and Used.

SPARES & SERVICE FOR



TRADE & RETAIL SUPPLIED CASH OR C.O.D.

81, BEDFORD HILL
BALHAM, S.W.12, Tel. BALham 4201/2

MOTOR CYCLES MISCELLANEOUS

G. K. RAE, Chiswick, offers a magnificent stock of over 100 carefully selected modern machines at real bargain prices on very easy terms, wonderful allowance on your old machine: established over 30 years and known for courtesy and honest dealing. remember! Whether buying or selling it pays you to "call to-day on G. K. RAE."—Ask your Dad!
G. K. RAE, 3, Great West Rd., Chiswick, W.9, Tel. Chiswick 2431. [C1107/R]

RAY KEMPSTER, Ltd., for full value, offers: 1954 B.S.A. D1, £55; 1953 B.S.A. C11, £69; 1952 Triumph ST, £109; 1952 Triumph T100, £119; 1952 Lamoretti LD, £155; 1952 Zundapp Bella, £155; 1950 Panther and 2-adult s/car, £85; 1950 B.S.A. A10 and 1/2 Garrard s/car, £109; many others: exchanges, terms, insurance, etc.: personal attention; full satisfaction.—344-346, Upper Richmond Road West, East Sheen, S.W.14. Pro. 9440. [C1144]

DISMANTLED MACHINES

BREAKING-UP 1937 Panther combination, good condition.—15, Athelstan Rd., Hastings. Call evenings. [C1086]

1948 C11 B.S.A., W.D. M20 B.S.A., 1939 800 New 5137. Panther.—Bennett, 28, Naylor Rd., S.E.16. [C1081]

THREE-WHEELERS AND CARS

MERCURY offer:—

£265 11—1949 Morgan F Super, beautiful condition.

£255 11—1940 Morgan 4/4 2-seater.

£245 11—1938 Morgan 4/4 2-seater.

£245 11—1939 M.G. TA 2-seater.

£245 11—1950 Morgan F4 2/4-seater.

£235 11—1937 Morgan 4/4 2-seater.

£175 11—1939 Morgan F Super.

£145 11—1935 Morgan F2.

£145 11—1935 Morgan S.S.

£135 11—1935 Morgan F2.

£95 11—1937 Morris 8 tourer.

£95 11—1937 Riley 9 saloon.

TERMS and exchanges.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Wembley 6059-9. [C1084]
CARS, vans, and new Morgans.—Ron McKenzie, Stretford, Manchester. [C1086]
COMERFORDS—New Austin A35, Ford Popular, Heinkel, Messerschmitt, Reliant; m/c's taken in exchange.—Portsmouth Rd., Thames Ditton, Esherbrook 5531. [C1006]

A.C. PETITE

GODFREYS, Ltd., for A.C. Petite 3-wheelers at all depots, including Bushwood Corner, Leytonstone, E.11. See display advertisements.
 How much you would appreciate the comfort, cleanliness and warmth of an A.C. Petite this cold weather cannot be envisaged if you are still on two wheels: try an A.C. Petite spring and enjoy life! Let's, tuition, lowest! H.P.: Villiers service.—Meeten's, Shandon Corner, New Malden, Tel. Malden 3110. [C1203]

A.C. PETITE WANTED

GEORGE CLARKE pay most.—278, Brixton Hill, S.W.2. Tul. Hill 3211. [W1019]
CLAUDE RYE urgently require A.C. Petite; top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. [W1105/R]

AUSTIN

COMERFORDS for new Austin A35s and vans, motor cycles and three-wheelers taken in part exchange.—Portsmouth Rd., Thames Ditton. Emb. 5531. [C1006]

BERKELEY

GLANFIELD LAWRENCE (HIGHBURY), Ltd., distributors N & E London; immediate delivery from 28-32, Highbury Corner, N.5. Tel. Nor. 2791. [C1191/R]

R.M.W. ISETTA

CLAUDE RYE, Ltd., for your new R.M.W. Isotta, immediate delivery, terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

WHITBYS OF ACTON—Immediate delivery new Isetta; h.p. exchanges.—275, Acton Vale, London, W.3. She. 5355. [C1128/R]

SLOCUMBER, Ltd.—New and used models often available; part exchanges cars or motor cycles; h.p. terms.—Wilsons 4662/3054. [C1103]

GLANFIELD LAWRENCE (HIGHBURY), Ltd., immediate delivery from 28-32, Highbury Corner London, N.5. Tel. Nor. 2791. [C1191/R]

GODFREYS, Ltd., immediate delivery Isetta Runabouts; demonstration; terms, exchanges, all depots, including Leytonstone.—See display advertisements. [C1052/R]

BOND MINICAR

ROWLAND SMITH'S for Bond.

NEW models in stock.

210 gross.—Bond Minicar, late 1952, de luxe Family, electric starter, £26 overhaul 1957, choice of 2; terms, exchanges; let, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3, Ham. 6041. [C1114]

GEORGE GROSE LTD

Unbeatable service and repairs. Hire Purchase, Part Exchanges. Fully guaranteed used models. Tax and insurance included in terms. New motor cycles and scooters in stock.

SECONDHAND SELECTION
SCOOTERS & MOPEDS

'33 MINI MOTOR m/cycle	£20 10
'30 DOWNS Motorcycle	£19 10
'35 RSU Quickly, 49 c.c.	£29 10
'31 VESPA 125 c.c. Scooter, Sup.	£29 10
'37 MERCURY Hercules 49 c.c. Scooter. Bargain	£45 0
'37 WABO 99 c.c. Villiers Scooter. As new	£69 10
'37 TROM 50 c.c. Super Moped. Perfect	£79 10
'37 PIATTI 125 c.c. Scooter	£89 10
'37 WABO 150 c.c. 3-spd. Villiers Scooter. As new	£89 10
'37 PIATTI 125 c.c. Scooter	£89 10
'34 LAMARETTA 125 c.c. Bargain	£89 10
'36 LAMARETTA LD 150 c.c. Many extras	£89 10
'36 LAMARETTA LD 150 c.c. Choice of 3	£109 10
'36 VESPA 125 c.c. 212 L Super	£109 10
'36 ADLER 98 c.c. 4-ster. Scooter	£109 10
'37 PIATTI 125 c.c. Scooter. As new	£109 10
'37 ADLER 98 c.c. 4-ster. Scooter. Superb	£119 10
'38 LAMARETTA TV 175, many extras, 70 miles	£210 0

MOTORCYCLES & COMBINATIONS

'36 B.S.A. D1/1 125 c.c. and bot. motor. Sup.	£90 10
'32 B.S.A. Gold Flash 650 c.c. Twin gear	£119 10
'33 A.J.S. 500 c.c. 212 L Super	£109 10
'37 DOUGLAS Unimog 250 c.c. Twin	£139 10
'31 B.S.A. M33 500 c.c. and C/A s/car	£139 10
'35 MATCHLESS 350 c.c. 1518 L. Perfect	£143 10
'37 F. BARRETT 500 c.c. AMO m/c. 4,000 mlt.	£155 0

CAMPING EQUIPMENT

TENTS, SLEEPING BAGS, STOVES, ETC.

H.P. TERMS AVAILABLE ON ALL GOODS

CALL OR WRITE FOR LISTS

City showrooms—

LUDGATE CIRCUS, E.C.4.

CEN. 5561.

North London showrooms—

832 4, HIGH RD., N. FINCHLEY, N.12

Hours 2.30—5 p.m. Thurs. 1 p.m. HIL. 2149.

TWO STROKES Ltd

New Stock:—A.C., Bond, Coronet, Gordon, Heinkel, Isotta, Messerschmitt, Reliant, Unicar, Come and see the new BOND—Mark E

USED GUARANTEED CARS

1957 A.C. PETITE, choice of 2 from	£320
1957 BERKELEY, like new, red	£429
1953 BOND (Dec.) 1 owner	£189
1954 BOND 2-seater, very well kept	£190
1954 BOND 2-seater de luxe, excellent	£199
1954 BOND Minitruck	£210
1954 BOND family de luxe, exceptional	£220
1955 BOND 2-seater de luxe, choice of 4	£215
1955 BOND family Standard, very smart	£235
1955 BOND (Dec.) family de luxe, many extras	£240
1955/6 BOND 2-seater Standard, immaculate	£215
1956 BOND 2-seater Standard, choice of 2	£220
1956 BOND 2-seater de luxe, most attractive	£230
1956 BOND family de luxe, exceptional	£250
1957 BOND family de luxe, choice of 2	£280
1956 GORDON, in beautiful condition	£305
1956 HEINKEL, summer blue	£319
1957 HEINKEL, under 7,000 miles	£339
Unreg. HEINKEL, ex-demonstration car	£369
1956 ISETTA (Dec.), smart beige	£295
1957 ISETTA, choice of 5 from	£310

Best Hire Purchase, Motor Cycles, Scooters and Cars taken in Part Exchange. Demonstration without obligation.

STANMORE (Bakerloo Line) MIDD

Phone GRIMSDYKE 1166 67

OPEN WEEKDAYS 9-6 SAT 9-7 SUN 10-1

Service and All Spares

CORNWALL RD. HATCH END MIDD

WY DAYS 9-6 Ph. HATCH END 1985 SUN 10-1

BOND MINICAR

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the largest Bond distributor.

ALL new models in choice of colours for immediate delivery; also a large selection of reconditioned models.
SPECIAL Bond Service and Spares Dept., Kilburn Bridge, N.W.6. Maida Vale 6044. Open 9-8 (Sats. 9-8). [C1109/R]

HOTSPUR MOTOR CYCLES, 385, High Rd., West Green, N.22. Bowes Park 1462.

1955 Bond Minicar family de luxe, electric starter, one owner from new; £210; terms, exchanges. [W1019]

Buy your new or used Bond Minicar now from **NAYLOR & ROOT**, Ltd. Motor Cycle House, N. East Hill S.W.18. Bat. 2252. [C1082/R]

BIRMINGHAM Distributors.—County Cycle & Motor Co., 265-6, Broad St. Exchanges welcomed. [C1072/R]

GODFREY'S, Ltd., for Bond Minicar three-wheelers at all depots, including Bushwood Corner, Leytonstone, E.11. See display adverts. [C1052/R]

KENT—Distributors for Bond Minicar; delivery immediate—delivery from stock.—Oxford House, Sittingbourne. [C1070/R]

CLAUDE RYE, Ltd., for your new Bond Minicar, immediate delivery; terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

COMERFORDS, for Bond, new models for immediate delivery from stock.—Oxford House, Portsmouth Rd., Thames Ditton. Emb. 5531 (E.11). [C1006]

£149 10.—Bond Minicar 1954 2-seater smart; '55 model 2-seater de luxe, £205/10; terms, exchanges.—George Clarke Motors, 276, Brixton Hill, S.W.2. Tul. 3211. [C1009]

NEW Mark "E" for immediate delivery, reverse optional, colour choice, also standard model at £239/15/9. terms, exchanges.—Badger Garages, Blandford, Dorset. Tel. 615. [C1110]

BOND MINICARS—immediate delivery all models price from £278/15/2. h.p. terms, insurance facilities arranged.—Write or call at Jaguar House, Blackpool Rd., Preston, N.W. Distributors Tel. 8661. [C1070/R]

BOND MINICARS, Lancashire's largest distributors, new and second-hand in stock, call to-day and drive away; exchange, h.p. terms.—Loxham's Garage, Ltd., Motor Cycle Dept., Fishergate, Preston, Tel. 4242. [C1083/R]

GLANFIELD LAWRENCE (Finchley) for immediate delivery of new Bond Minicar, £256 Bond Standard 2-seater, bronze, perfect condition, £215. h.p. terms and h.p. Exchange.—407-419, High Rd., N.12. Tel. Finchley 0091-5. [C1094]

WHY wander around in a Sputnik? Come and wander around our showrooms; we have a large selection of three-wheelers in stock ready to drive away; 15 minutes in our showroom or 24 hours by post.—King's Motors, New Road, Oxford. Write or Tel. Oxford 48458/9. [C1171]

BOND MINICAR WANTED

GEORGE CLARKE pay most.—278, Brixton Hill, S.W.2. Tul. Hill 3211. [W1019]

ROWLAND SMITH'S, the Bond Minicar buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [C1082/R]

BOND Mini wanted: cash or exchange.—Ron McKenzie, 961, Chester Rd., Manchester, Longford 2100. [W1008]

CLAUDE RYE urgently require Bond Minicar; top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. [W1105/R]

CORONET

BLUE STAR GARAGES, Ltd., sole distributors, Fortune Green Rd., N.W.6. Tel. Swiss Cottage 3461. [C1038/R]

WATKINSON MOTORS for immediate delivery; exchanges; free tuition plus all usual facilities.—Stockwell Rd., S.W.9. Bri. 2838. [C1174/R]

SPORTS car appeal with the new 2-3 motor "Coronet" optional reverse, colour choice, immediate delivery, terms, exchanges.—Badger Garages, Blandford, Dorset. Tel. 615. [C1118]

GOGGOMOBIL

SOLE concessionaires for U.K.—Goggomobil, Ltd., 95, Old Brompton Rd., S.W.7. Kni. 7705-6-7-8. [C1111]

CLAUDE RYE for your new Goggomobil, immediate delivery, exchanges welcomed; terms.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

CONNAUGHT ENGINEERING, England's largest distributors, new and used Goggomobils always in stock.—Portsmouth Rd., Sand, Surrey. Ripley 5122. [C1054]

HEINKEL

GODFREYS, Ltd., for Heinkel 3-wheeler at all depots including Bushwood Corner, E.11. See display adverts. [C1052/R]

COMERFORDS for Heinkel new and second-hand.—Portsmouth Rd., Thames Ditton. Emb. 5531. [C1006]

WHITBYS OF ACTON—Immediate delivery new Heinkel Cabin Cruiser; exchanges, terms.—275, Acton Vale, London, W.3. She. 5355. [C1128/R]

KENBOURNE MOTORS, Bournehouse, 3-wheeler distributors, models from stock, part-ex. welcome. Winton 1802. [C1040]

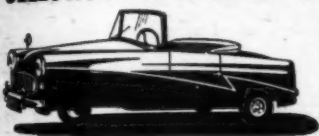
CLAUDE RYE, Ltd., for your new Heinkel; immediate delivery; terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

HEINKEL WANTED

CLAUDE RYE urgently require Heinkel; top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. [W1105/R]

RAYMOND WAY

OF KILBURN
FOR THE 'UP-TO-THE-MINUTE'
SELECTION OF 3-WHEELERS



With the new Mark E Bond Minicar parking is certainly no longer a problem. Comfort is equal to any large car, but with the Mark E petrol consumption is 85 per gallon with a cruising speed of 50 m.p.h. and cost only £379/13/9 incl. P.T.



The ever popular Heinkel having independent coil springs at front and a maximum speed of 50 m.p.h. with 80 miles per gallon is indeed a good buy at £394/15/- incl. P.T.

Also new models for immediate delivery of AC Petra, Reliant Regal, BMW Isotta, Gocomobile. **ALWAYS OVER 50 GUARANTEED USED 3-WHEELERS IN STOCK AT GREAT BRITAIN'S LOWEST PRICES.**

• Tax and Insurance included in H.P. Balance over 24 months.

300 USED CARS

Mostly under £400. On show at our greatly enlarged showrooms in Canterbury Road. Six months' written guarantee on all post-war cars.

- 1949 TRIUMPH 2,000 Roadster, superb 379
- 1951 SINGER 4AB Roadster, 4-seater, immaculate 349
- 1950 JAGUAR Mk. V saloon, heater, fast 359
- 1953 FORD Prefect 4-door saloon, A.I. Choice of 7 from 349
- 1950 (Occ.) FORD Pilot, heater, outstanding 289
- 1948 MORRIS 8 Series E, 4-door de luxe 269

PART EXCHANGES

Come to us with your exchange problems, whether you own a car, motorcycle or 3-wheeler.

See our other column advertisement in this issue.

RAYMOND WAY

3-Wheeler Showrooms:
KILBURN BRIDGE N.W.6
Open Sundays 10-2 for inspection only
HAIDA VALE 4644 Open 9-8 Six Days
Car Showrooms:
Canterbury Road, N.W.6

HEINKEL WANTED

GEORGE CLARKE pay most for Heinkel.—278, Brixton Hill, S.W.2. Tul. 3211. [W1019]

MESSERSCHMITT

CONCESSIONAIRES for U.K., including spares.—Cabin Scooters (Assemblies), Ltd., 80, George St., London W.1. Hunter 0609. [0022/R]

GODFREYS, Ltd.—Appointed dealers all depots, including Leytonstone, E.11. See display advert. [C1052/R]

COMERFORDS for Messerschmitts, new and second-hand—Fyfe-Smith Rd., Thames Ditton, Emb. 5551. [C1006]

CLAUDE RYE, Ltd., for your new Messerschmitt: immediate delivery; terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

TESTWORTH MOTORS, main distributors, German trained mechanics, £1,000 spares always in stock, best exchange prices, guarantee and service.—Salisbury Rd., Totton, Hants. Totton 3611. [0221/R]

MESSERSCHMITT SPARE PARTS

PRIDE & CLARKE stock spares, quotations any part by return post, c.o.d.; easy payments, trade supplied.—Stockwell Rd., S.W.9. Rd. 6251. [S1095/R]

MORGAN

SLOCOMBES, Ltd.—1957 super sports 990cc, ohv, twin, 2-seater, blue and chrome, and very nice too: £165 or h.p.; part exchange welcomed.—Willesden 4869/3934. [C1103]

235 ens.—Morgan 1949 10hp P. Super 2-seater, very carefully used, exceptional; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

MORGAN SPARE PARTS

MORGANS.—All available spares in stock.—F. H. Douglas, Morgan Specialists, 18, South Ealing Rd., Ealing, W.5. Eal. 5570. [0445/R]

POWERDRIVE

£255.—Powerdrive 1957 322 Ansani twin, blue; bargain; terms, exchanges.—George Clarke Motors, 278, Brixton Hill, S.W.2. Tul. 3211. [C1019]

RELIANT REGAL

GLANFIELD LAWRENCE OF FINCHLEY.

SEE the amazing Reliant Regal Mk III, immediate delivery of coupe and hard top saloon, in choice of colours: h.p. terms available; your motor cycle, 3-wheeler or car accepted in part exchange; immediate insurance cover.—407-419, High Rd., N.12. Tel. Finchley 0091-5. [C1044]

GEORGE CLARKE for your 1958 Reliant; instant h.p. exchanges.—275-9, High St., Acton. [C1018]

SLOCOMBES, Ltd.—New and used models often available; part exchanges cars or motor cycles; h.p. terms.—Willesden 4869/3934. [C1103]

£289/10.—Reliant Regal '55 4-seater, smart; h.p. terms, exchanges.—George Clarke Motors, 278, Brixton Hill, S.W.2. Tul. 3211. [C1019]

GODFREYS, Ltd., for Reliant Regal 3-wheelers at all depots including Bushwood Corner, Leytonstone, E.11. See display advertisements. [C1052/R]

CLAUDE RYE, Ltd., for your new Reliant; immediate delivery; exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

GLANFIELD LAWRENCE (Finchley), offer 1957 Reliant Regal coupe Mk III, blue, red vinyl hood, excellent condition; £389, h.p. terms, and P.T. Ex.—407-419, High Rd., N.12. Tel. Finchley 0091-5. [C1044]

HUMMING BIRD MOTOR CYCLES, Hertfordshire's leading distributors for Reliant Regal hardtop or coupe, car comfort at motor cycle cost; easy terms and part exchanges; Reliant sales, service and spares; demonstrations anywhere.—38, London Rd., St. Albans, Tel. 54474. [C1045]

MEETEN'S for Reliants: Shannon Corner, New Malden, Tel. 3110; immediate delivery latest 1958 hardtop saloon in blue lustre finish, seats 4, exceeds 60, costs £446/6 incl. p. tax, or £453/5/6 in coupe style; free lists, demonstrations, exchange terms and lowest permissible h.p.; get yours now for Whitsun. [C1203]

GLANFIELD LAWRENCE (HIGHBURY), Ltd., sole distributors in London for the New Reliant Regal Mk III—the car on 3 wheels. See it in its up-to-date form—Streamlined roomier, more comfortable, better performance, synchromesh gear box (reverse optional). Choice of colours; immediate hire purchase, part exchanges welcomed at Reliant sales, service, spares. Write, phone or call for illustrated catalogue. See the Reliant at your home if required.

GLANFIELD LAWRENCE (HIGHBURY), Ltd., Reliant House, 28-32, Highbury Corner, N.5. Nor. 2791. (Showrooms open 9-6 p.m. daily, Monday to Saturday.) [C1191/R]

RELIANT REGAL WANTED

GEORGE CLARKE pay most.—278, Brixton Hill, S.W.2. Tul. 3211. [W1019]

ROWLAND SMITH'S, the Reliant Regal buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

GLANFIELD LAWRENCE (Finchley) require late Reliant hardtops and coupes, selling H.P. accounts settled.—407-419, High Rd., N.12. Tel. Finchley 0091-5. [W1044]

RELIANT REGAL SPARE PARTS

EVERYTHING for the famous Reliant three-wheelers: we hold the largest stock of Reliant spares and accessories in the country; immediate over-the-counter service or twenty-four hours by c.o.d.; full service facilities, stores open 9 a.m. to 6 p.m., Monday to Saturday.—Glanfield Lawrence (Highbury), Ltd., Reliant House, 28-32, Highbury Corner, London, N.5. Tel. Nor. 2791. [S1191/R]

REGINALD SMITH

(MOTOR CYCLES) LTD

EASTERN COUNTIES LARGEST DEALERS

EVERY REPUTABLE

1958

MOTOR CYCLE
SCOOTER MOPED
SIDECAR or 3-WHEELER

AVAILABLE FOR IMMEDIATE OR
EARLY DELIVERY AS WELL AS

DOZENS OF
USED MACHINES

of which the following are a representative selection:

SOLOS AND SCOOTERS

1956 B.S.A. 350 c.c. B33 Gold Star, road trim	£225 0
1957 B.S.A. 350 c.c. Road Rocket, immaculate	£245 0
1957 EXCELSIOR 350 c.c. Sports Twin, 1,700 miles	£149 10
1957 FRANCIS-BARNETT 160 c.c. springer	£28 10
1956 LAMBRETTA Scooter 150 c.c. LD de luxe	£90 0
1956 MATCHLESS 500 c.c. Twin, Avon fairing, etc.	£210 0
1956 MATCHLESS 600 c.c. Super Cubman, one owner	£225 0
1956 MATCHLESS 350 c.c. G15L springer	£165 0
1957 MOTO-GUZZI 98 c.c. Zigor, immaculate	£89 10
1955 NEW HUDSON 98 c.c. Auto-cycle	£30 0
1957 NORTON 600 c.c. Featherbed Dominator 90	£225 0
1957 NSU Quickly Moped 50 c.c. de luxe	£52 10
1956 PANTHER 350 c.c. s/arm sprg., low mileage	£120 0
1951 SUNBEAM 500 c.c. 88, shaft drive Twin	£105 0
1957 TETRAT Scooter, low mileage, as new	£115 0
1956 TRIUMPH 500 c.c. Speed Twin, Avon fairing	£210 0
1954 TRIUMPH 500 c.c. T160, s/arm, immaculate	£149 10
1954 TRIUMPH 650 c.c. Thunderbird, springs	£120 0
1957 VESPA 125 c.c. Ultra, superb	£115 0
1957 ZUNDAPP 200 c.c. 2018, one owner, as new	£145 0
Choice of several Models from	£25 0
★1957 NORTON 500 c.c. E82, s/arm springer	£215 0
★1935 B.S.A. 350 c.c. B31, s/arm	£140 0
★1957 PANTHER 197 c.c. s/arm springer	£105 0
★1957 FIAT Scooter, low mileage	£105 0
★1957 B.S.A. Dandy Scooter	£27 10
★1935 LAMBRETTA 150 LD	£99 10
★1935 VESPA, spare wheel, carrier, etc.	£92 10

COMBINATIONS

1936 ARIEL 650 c.c. Huntmaster, fitted 1957 Watsonian Avon, one owner	£245 0
1957 ARIEL 650 c.c. Huntmaster, fitted Watsonian Monarch with brake	£255 0
★1931 B.S.A. 500 c.c. G/Fishback, fitted Canterbury 3-seater saloon	£145 0
1936 STEB chassis with s/wheel and hydraulic lift	£37 10
1936 B.S.A. 350 c.c. C10L, and Watsonian Windsor	£135 0
1956 B.S.A. 650 c.c. G/Fishback, fitted Humber adult with all extras	£265 0
1954 TRIUMPH 650 c.c. Thunderbird, fitted Swallow Tudor saloon	£189 10

LIGHT CARS

1953/4 MORRIS Oxford, black, unowned	£455 0
1953 MORRIS Minor, black, one owner	£495 0
1949 BOND Mk. D, one owner, low mileage	£225 0
1954 FORD Popular, blue, underseated, many extras	£295 0
1953 FORD Prefect, demisters, etc., choice of 2	£345 0
1957 IBETTA Coupe, low mileage	£255 0
1954 FORD Popular, grey, extras	£215 0
1955 RELIANT Coupe, bargain	£245 0
★1956 RELIANT Coupe, many extras	£345 0

We still have a few 1957 MODELS at greatly reduced prices!

All our Machines are available on Hire Purchase. We also arrange H.P. Protection Insurance. We will take your present machine in Part Exchange against any model from our stocks. We give free driving tuition on our own private grounds.

RENEWED FOR SERVICE TO CUSTOMER AND MACHINE.

IMPERIAL HOUSE, NEW ROAD
DAGENHAM, ESSEX

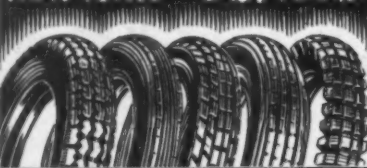
Tel.: DOMINION 0131 and 4321

Repairs and Service: Dominion 0044 and at

*230/4 HIGH ROAD, CHADWELL HEATH

Tel.: Seven Kings 9937

NEW TYRES ON EASY TERMS



TAKE YOUR CHOICE from FIRESTONE
AVON-DUNLOP-GOODYEAR-MICHELIN

Size	Dep.	Cash Price	Size	Dep.	Cash Price
350 x 8	5/6	£2 11 0	400 x 8	8/6	£3 5 6
250 x 19	5/6	£2 19 6	325 x 19	10/4	£4 1 3
275 x 19	8/6	£3 4 6	325 x 20	10/4	£4 1 9
300 x 19	9/7	£3 14 0	350 x 19	11/8	£4 14 0
300 x 20	9/7	£3 14 3			
300 x 21	9/7	£3 14 3			
325 x 18	9/9	£3 18 0			

1/8th Deposit Secures Delivery
Write for Proposal Form
Post & Pkg. 3/6

ALL OTHER SIZES SUPPLIED

NEW BARUM TYRES

WELL-KNOWN
EUROPEAN MANUFACTURER

275 x 19 47/6	350 x 19 69/6
300 x 19 57/6	400 x 19 79/6
325 x 19 59/6	400 x 18 79/6
400 x 8 47/6	TUBES - 12/-

SPECIAL BARGAINS

EX-GOV'T. CHARGING SETS



Patrol electric, Stuart, engine driving alternator giving 12/18 volts, 14/16, 16/18, 18/20, 20/22, 22/24, 24/26, 26/28, 28/30, 30/32, 32/34, 34/36, 36/38, 38/40, 40/42, 42/44, 44/46, 46/48, 48/50, 50/52, 52/54, 54/56, 56/58, 58/60, 60/62, 62/64, 64/66, 66/68, 68/70, 70/72, 72/74, 74/76, 76/78, 78/80, 80/82, 82/84, 84/86, 86/88, 88/90, 90/92, 92/94, 94/96, 96/98, 98/100, 100/102, 102/104, 104/106, 106/108, 108/110, 110/112, 112/114, 114/116, 116/118, 118/120, 120/122, 122/124, 124/126, 126/128, 128/130, 130/132, 132/134, 134/136, 136/138, 138/140, 140/142, 142/144, 144/146, 146/148, 148/150, 150/152, 152/154, 154/156, 156/158, 158/160, 160/162, 162/164, 164/166, 166/168, 168/170, 170/172, 172/174, 174/176, 176/178, 178/180, 180/182, 182/184, 184/186, 186/188, 188/190, 190/192, 192/194, 194/196, 196/198, 198/200, 200/202, 202/204, 204/206, 206/208, 208/210, 210/212, 212/214, 214/216, 216/218, 218/220, 220/222, 222/224, 224/226, 226/228, 228/230, 230/232, 232/234, 234/236, 236/238, 238/240, 240/242, 242/244, 244/246, 246/248, 248/250, 250/252, 252/254, 254/256, 256/258, 258/260, 260/262, 262/264, 264/266, 266/268, 268/270, 270/272, 272/274, 274/276, 276/278, 278/280, 280/282, 282/284, 284/286, 286/288, 288/290, 290/292, 292/294, 294/296, 296/298, 298/300, 300/302, 302/304, 304/306, 306/308, 308/310, 310/312, 312/314, 314/316, 316/318, 318/320, 320/322, 322/324, 324/326, 326/328, 328/330, 330/332, 332/334, 334/336, 336/338, 338/340, 340/342, 342/344, 344/346, 346/348, 348/350, 350/352, 352/354, 354/356, 356/358, 358/360, 360/362, 362/364, 364/366, 366/368, 368/370, 370/372, 372/374, 374/376, 376/378, 378/380, 380/382, 382/384, 384/386, 386/388, 388/390, 390/392, 392/394, 394/396, 396/398, 398/400, 400/402, 402/404, 404/406, 406/408, 408/410, 410/412, 412/414, 414/416, 416/418, 418/420, 420/422, 422/424, 424/426, 426/428, 428/430, 430/432, 432/434, 434/436, 436/438, 438/440, 440/442, 442/444, 444/446, 446/448, 448/450, 450/452, 452/454, 454/456, 456/458, 458/460, 460/462, 462/464, 464/466, 466/468, 468/470, 470/472, 472/474, 474/476, 476/478, 478/480, 480/482, 482/484, 484/486, 486/488, 488/490, 490/492, 492/494, 494/496, 496/498, 498/500, 500/502, 502/504, 504/506, 506/508, 508/510, 510/512, 512/514, 514/516, 516/518, 518/520, 520/522, 522/524, 524/526, 526/528, 528/530, 530/532, 532/534, 534/536, 536/538, 538/540, 540/542, 542/544, 544/546, 546/548, 548/550, 550/552, 552/554, 554/556, 556/558, 558/560, 560/562, 562/564, 564/566, 566/568, 568/570, 570/572, 572/574, 574/576, 576/578, 578/580, 580/582, 582/584, 584/586, 586/588, 588/590, 590/592, 592/594, 594/596, 596/598, 598/600, 600/602, 602/604, 604/606, 606/608, 608/610, 610/612, 612/614, 614/616, 616/618, 618/620, 620/622, 622/624, 624/626, 626/628, 628/630, 630/632, 632/634, 634/636, 636/638, 638/640, 640/642, 642/644, 644/646, 646/648, 648/650, 650/652, 652/654, 654/656, 656/658, 658/660, 660/662, 662/664, 664/666, 666/668, 668/670, 670/672, 672/674, 674/676, 676/678, 678/680, 680/682, 682/684, 684/686, 686/688, 688/690, 690/692, 692/694, 694/696, 696/698, 698/700, 700/702, 702/704, 704/706, 706/708, 708/710, 710/712, 712/714, 714/716, 716/718, 718/720, 720/722, 722/724, 724/726, 726/728, 728/730, 730/732, 732/734, 734/736, 736/738, 738/740, 740/742, 742/744, 744/746, 746/748, 748/750, 750/752, 752/754, 754/756, 756/758, 758/760, 760/762, 762/764, 764/766, 766/768, 768/770, 770/772, 772/774, 774/776, 776/778, 778/780, 780/782, 782/784, 784/786, 786/788, 788/790, 790/792, 792/794, 794/796, 796/798, 798/800, 800/802, 802/804, 804/806, 806/808, 808/810, 810/812, 812/814, 814/816, 816/818, 818/820, 820/822, 822/824, 824/826, 826/828, 828/830, 830/832, 832/834, 834/836, 836/838, 838/840, 840/842, 842/844, 844/846, 846/848, 848/850, 850/852, 852/854, 854/856, 856/858, 858/860, 860/862, 862/864, 864/866, 866/868, 868/870, 870/872, 872/874, 874/876, 876/878, 878/880, 880/882, 882/884, 884/886, 886/888, 888/890, 890/892, 892/894, 894/896, 896/898, 898/900, 900/902, 902/904, 904/906, 906/908, 908/910, 910/912, 912/914, 914/916, 916/918, 918/920, 920/922, 922/924, 924/926, 926/928, 928/930, 930/932, 932/934, 934/936, 936/938, 938/940, 940/942, 942/944, 944/946, 946/948, 948/950, 950/952, 952/954, 954/956, 956/958, 958/960, 960/962, 962/964, 964/966, 966/968, 968/970, 970/972, 972/974, 974/976, 976/978, 978/980, 980/982, 982/984, 984/986, 986/988, 988/990, 990/992, 992/994, 994/996, 996/998, 998/1000, 1000/1002, 1002/1004, 1004/1006, 1006/1008, 1008/1010, 1010/1012, 1012/1014, 1014/1016, 1016/1018, 1018/1020, 1020/1022, 1022/1024, 1024/1026, 1026/1028, 1028/1030, 1030/1032, 1032/1034, 1034/1036, 1036/1038, 1038/1040, 1040/1042, 1042/1044, 1044/1046, 1046/1048, 1048/1050, 1050/1052, 1052/1054, 1054/1056, 1056/1058, 1058/1060, 1060/1062, 1062/1064, 1064/1066, 1066/1068, 1068/1070, 1070/1072, 1072/1074, 1074/1076, 1076/1078, 1078/1080, 1080/1082, 1082/1084, 1084/1086, 1086/1088, 1088/1090, 1090/1092, 1092/1094, 1094/1096, 1096/1098, 1098/1100, 1100/1102, 1102/1104, 1104/1106, 1106/1108, 1108/1110, 1110/1112, 1112/1114, 1114/1116, 1116/1118, 1118/1120, 1120/1122, 1122/1124, 1124/1126, 1126/1128, 1128/1130, 1130/1132, 1132/1134, 1134/1136, 1136/1138, 1138/1140, 1140/1142, 1142/1144, 1144/1146, 1146/1148, 1148/1150, 1150/1152, 1152/1154, 1154/1156, 1156/1158, 1158/1160, 1160/1162, 1162/1164, 1164/1166, 1166/1168, 1168/1170, 1170/1172, 1172/1174, 1174/1176, 1176/1178, 1178/1180, 1180/1182, 1182/1184, 1184/1186, 1186/1188, 1188/1190, 1190/1192, 1192/1194, 1194/1196, 1196/1198, 1198/1200, 1200/1202, 1202/1204, 1204/1206, 1206/1208, 1208/1210, 1210/1212, 1212/1214, 1214/1216, 1216/1218, 1218/1220, 1220/1222, 1222/1224, 1224/1226, 1226/1228, 1228/1230, 1230/1232, 1232/1234, 1234/1236, 1236/1238, 1238/1240, 1240/1242, 1242/1244, 1244/1246, 1246/1248, 1248/1250, 1250/1252, 1252/1254, 1254/1256, 1256/1258, 1258/1260, 1260/1262, 1262/1264, 1264/1266, 1266/1268, 1268/1270, 1270/1272, 1272/1274, 1274/1276, 1276/1278, 1278/1280, 1280/1282, 1282/1284, 1284/1286, 1286/1288, 1288/1290, 1290/1292, 1292/1294, 1294/1296, 1296/1298, 1298/1300, 1300/1302, 1302/1304, 1304/1306, 1306/1308, 1308/1310, 1310/1312, 1312/1314, 1314/1316, 1316/1318, 1318/1320, 1320/1322, 1322/1324, 1324/1326, 1326/1328, 1328/1330, 1330/1332, 1332/1334, 1334/1336, 1336/1338, 1338/1340, 1340/1342, 1342/1344, 1344/1346, 1346/1348, 1348/1350, 1350/1352, 1352/1354, 1354/1356, 1356/1358, 1358/1360, 1360/1362, 1362/1364, 1364/1366, 1366/1368, 1368/1370, 1370/1372, 1372/1374, 1374/1376, 1376/1378, 1378/1380, 1380/1382, 1382/1384, 1384/1386, 1386/1388, 1388/1390, 1390/1392, 1392/1394, 1394/1396, 1396/1398, 1398/1400, 1400/1402, 1402/1404, 1404/1406, 1406/1408, 1408/1410, 1410/1412, 1412/1414, 1414/1416, 1416/1418, 1418/1420, 1420/1422, 1422/1424, 1424/1426, 1426/1428, 1428/1430, 1430/1432, 1432/1434, 1434/1436, 1436/1438, 1438/1440, 1440/1442, 1442/1444, 1444/1446, 1446/1448, 1448/1450, 1450/1452, 1452/1454, 1454/1456, 1456/1458, 1458/1460, 1460/1462, 1462/1464, 1464/1466, 1466/1468, 1468/1470, 1470/1472, 1472/1474, 1474/1476, 1476/1478, 1478/1480, 1480/1482, 1482/1484, 1484/1486, 1486/1488, 1488/1490, 1490/1492, 1492/1494, 1494/1496, 1496/1498, 1498/1500, 1500/1502, 1502/1504, 1504/1506, 1506/1508, 1508/1510, 1510/1512, 1512/1514, 1514/1516, 1516/1518, 1518/1520, 1520/1522, 1522/1524, 1524/1526, 1526/1528, 1528/1530, 1530/1532, 1532/1534, 1534/1536, 1536/1538, 1538/1540, 1540/1542, 1542/1544, 1544/1546, 1546/1548, 1548/1550, 1550/1552, 1552/1554, 1554/1556, 1556/1558, 1558/1560, 1560/1562, 1562/1564, 1564/1566, 1566/1568, 1568/1570, 1570/1572, 1572/1574, 1574/1576, 1576/1578, 1578/1580, 1580/1582, 1582/1584, 1584/1586, 1586/1588, 1588/1590, 1590/1592, 1592/1594, 1594/1596, 1596/1598, 1598/1600, 1600/1602, 1602/1604, 1604/1606, 1606/1608, 1608/1610, 1610/1612, 1612/1614, 1614/1616, 1616/1618, 1618/1620, 1620/1622, 1622/1624, 1624/1626, 1626/1628, 1628/1630, 1630/1632, 1632/1634, 1634/1636, 1636/1638, 1638/1640, 1640/1642, 1642/1644, 1644/1646, 1646/1648, 1648/1650, 1650/1652, 1652/1654, 1654/1656, 1656/1658, 1658/1660, 1660/1662, 1662/1664, 1664/1666, 1666/1668, 1668/1670, 1670/1672, 1672/1674, 1674/1676, 1676/1678, 1678/1680, 1680/1682, 1682/1684, 1684/1686, 1686/1688, 1688/1690, 1690/1692, 1692/1694, 1694/1696, 1696/1698, 1698/1700, 1700/1702, 1702/1704, 1704/1706, 1706/1708, 1708/1710, 1710/1712, 1712/1714, 1714/1716, 1716/1718, 1718/1720, 1720/1722, 1722/1724, 1724/1726, 1726/1728, 1728/1730, 1730/1732, 1732/1734, 1734/1736, 1736/1738, 1738/1740, 1740/1742, 1742/1744, 1744/1746, 1746/1748, 1748/1750, 1750/1752, 1752/1754, 1754/1756, 1756/1758, 1758/1760, 1760/1762, 1762/1764, 1764/1766, 1766/1768, 1768/1770, 1770/1772, 1772/1774, 1774/1776, 1776/1778, 1778/1780, 1780/1782, 1782/1784, 1784/1786, 1786/1788, 1788/1790, 1790/1792, 1792/1794, 1794/1796, 1796/1798, 1798/1800, 1800/1802, 1802/1804, 1804/1806, 1806/1808, 1808/1810, 1810/1812, 1812/1814, 1814/1816, 1816/1818, 1818/1820, 1820/1822, 1822/1824, 1824/1826, 1826/1828, 1828/1830, 1830/1832, 1832/1834, 1834/1836, 1836/1838, 1838/1840, 1840/1842, 1842/1844, 1844/1846, 1846/1848, 1848/1850, 1850/1852, 1852/1854, 1854/1856, 1856/1858, 1858/1860, 1860/1862, 1862/1864, 1864/1866, 1866/1868, 1868/1870, 1870/1872, 1872/1874, 1874/1876, 1876/1878, 1878/1880, 1880/1882, 1882/1884, 1884/1886, 1886/1888, 1888/1890, 1890/1892, 1892/1894, 1894/1896, 1896/1898, 1898/1900, 1900/1902, 1902/1904, 1904/1906, 1906/1908, 1908/1910, 1910/1912, 1912/1914, 1914/1916, 1916/1918, 1918/1920, 1920/1922, 1922/1924, 1924/1926, 1926/1928, 1928/1930, 1930/1932, 1932/1934, 1934/1936, 1936/1938, 1938/1940, 1940/1942, 1942/1944, 1944/1946, 1946/1948, 1948/1950, 1950/1952, 1952/1954, 1954/1956, 1956/1958, 1958/1960, 1960/1962, 1962/1964, 1964/1966, 1966/1968, 1968/1970, 1970/1972, 1972/1974, 1974/1976, 1976/1978, 1978/1980, 1980/1982, 1982/1984, 1984/1986, 1986/1988, 1988/1990, 1990/1992, 1992/1994, 1994/1996, 1996/1998, 1998/2000, 2000/2002, 2002/2004, 2004/2006, 2006/2008, 2008/2010, 2010/2012, 2012/2014, 2014/2016, 2016/2018, 2018/2020, 2020/2022, 2022/2024, 2024/2026, 2026/2028, 2028/2030, 2030/2032, 2032/2034, 2034/2036, 2036/2038, 2038/2040, 2040/2042, 2042/2044, 2044/2046, 2046/2048, 2048/2050, 2050/2052, 2052/2054, 2054/2056, 2056/2058, 2058/2060, 2060/2062, 2062/2064, 2064/2066, 2066/2068, 2068/2070, 2070/2072, 2072/2074, 2074/2076, 2076/2078, 2078/2080, 2080/2082, 2082/2084, 2084/2086, 2086/2088, 2088/2090, 2090/2092, 2092/2094, 2094/2096, 2096/2098, 2098/2100, 2100/2102, 2102/2104, 2104/2106, 2106/2108, 2108/2110, 2110/2112, 2112/2114, 2114/2116, 2116/2118, 2118/2120, 2120/2122, 2122/2124, 2124/2126, 2126/2128, 2128/2130, 2130/2132, 2132/2134, 2134/2136, 2136/2138, 2138/2140, 2140/2142, 2142/2144, 2144/2146, 2146/2148, 2148/2150, 2150/2152, 2152/2154, 2154/2156, 2156/2158, 2158/2160, 2160/2162, 2162/2164, 2164/2166, 2166/2168, 2168/2170, 2170/2172, 2172/2174, 2174/2176, 2176/2178, 2178/2180, 2180/2182, 2182/2184, 2184/2186, 2186/2188, 2188/2190, 2190/2192, 2192/2194, 2194/2196, 2196/2198, 2198/2200, 2200/2202, 2202/2204, 2204/2206, 2206/2208, 2208/2210, 2210/2212, 2212/22

BUY-BY-POST

A.G.V. GUARDIAN HELMET

This superbly styled Italian racing helmet which conforms to the latest R.A.L. 2091-56 specification has a shell of compressed vulcanised fibre reinforced with synthetic rosin and there is a cork lining. Two cross-over webbing straps of over 2in. width comprise the harness and are cemented and sewn to the headband which is cushioned with framed plastic. Beautifully finished in high gloss lacquer in colours Black/White and Black/Silver Blue. Luxurious quilted neck curtain.



56/6

Also Full Range of Other Makes of Helmets in Stock.

TEXAN JACKET

★ Leather grained B.K. F.V.C. with white piping or all black.
★ Hip length.
★ Laser style.
★ Zip front.
★ Slipper leather pockets.
★ Zipper cuffs.
★ Adjustable inside straps.
★ Heavy quality Tartan wool lining 44x44".
P.A.F. 20. Or 12/4. \$4.19.6
Size 34 to 44in. Cash Price \$4.19.6
Post & 6 monthly payments of 12/4. Similar in finest quality leather tartan lining 12/10/6.

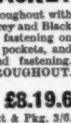
P. & C. ALASKA JACKET

Waterproof R.A.F. blue or fawn morobadised gabardine. Quilted lining. Nylon Fur collar. Zip front. 4 pockets. Sizes 34 to 44in. \$3.15.0
9/4 deposit and 6 monthly payments of 12/4.
With Luxurious Nylon Fur \$4.19.6. P. & P. 2/9.



P. & C. FLYING JACKET

Luxurious Sheepskin Lining throughout with large Storm Collar. Two tone Grey and Black or Black or Brown only. Belt fastening on hips. Full zip front and 3 zip pockets, and ticket pocket with press stud fastening. REINFORCED SEAMS THROUGHOUT. Size 34 to 44in. Cash Price \$8.19.6
Or 22/4 deposit and 6 monthly payments of 29/6. Post & Pkg. 2/6.



New SPARES BY RETURN

B.S.A. VILLIERS TRIUMPH AMAL BURMAN ARIEL SPARES SPECIALISTS

QUOTATIONS ANY PART BY RETURN

MEND PATTERN OR QUOTE FULL DETAILS

EXHAUST PIPES

ARIEL 16H 32/10
ARIEL 300 cc. 33/4
TRIUMPH 39-
B.S.A. 351 399 cc. 33-
Cm. 31-
Special and downswop. Quotation for your model "By Return" post.

VALVE SEAT CUTTER SETS 27/-

Post & Pkg. 1/9

CHAIN

REYNOLDS & PERRY Chain - Cut Length in Boxes. Main size and pitches.

EASY TERMS

SEND FOR FREE NEW ILLUSTRATED CATALOGUE

All Goods despatched "By Return" on Approval against Postal Order, Cash or C.O.D. Order by Post Card or Phone and Pay on Delivery.

PRIDE & CLARKE LTD

158 STOCKWELL ROAD, LONDON, SW9

Phone: BR1 6251. Grams: PRICLARKE, LONDON

Hours of Business: 9am to 6pm. Wednesdays 10am to 5pm.

SIDECARS

RAYMOND WAY OF KILBURN,

FOR your new sidecars on hire purchase.

RAYMOND WAY, Willesden Lane, Kilburn, N.W.6.

Maids Vale 6044. Open 9-7, Sats. 9-8.

GODFREYS, Ltd. for all popular sidecars. All depots.

See display advert. [M1052/R

PERCE RYE - Second-hand sidecar chassis. - 2. Wards

Ave. Fulham, S.W.6. Renown 6314. [M1199/R

WHITBYS. - 100 sidecars in stock fitted free. easy

terms - 273 Acton Vale London, W.3. She. 5355.

[M1179/R

RON MCKENZIE, 961, Chester Rd., Stretford, Man-

chester. all types bought and sold; exchanges and

terms. [M1086

WING SIDECARS - Build your own sidecar and

save £2, everything made easy for you; guaran-

teed lightest, strongest and largest 2-door saloon made.

WING SIDECARS. - For new 30-page price list with

practical hints and tips, everything from paint to

paint, frames, beatings, windows, celluloid, Perspex,

seats, hooding, trimmings, fittings, etc.; send P.O. 2/-

and stamp. - Wing Sidecars, 195, High St., West Wick-

ham, Kent. [M1132/R

MUNDAYS, London leading sidecar specialists and

rider agents for Watsonian, Swallow, Canterbury,

Raven, Streamline, Blacknell and Wesssex sidecars

MUNDAYS for second-hands, personal callers only;

Maxstoke body, £7/10; Albion body, £12/10; fabric

Maxstoke body, £5.

MUNDAYS - V.P. sports complete, £21/10; Raven

sports light chassis for 150 to 350cc. £32/10;

Swallow Commodore full 2-seater, £52/10; Streamline

child/adult saloon on Swallow chassis, £55; Swallow

Jet 80, £57/10; Garrard 500 sports, £57/10; Watsonian

saloon for 350cc. £33/10.

MUNDAYS - Various others arriving daily, all fitted

free: cash or h.p. - 124, Dalberg Rd., Brixton,

S.W.2. BR1 5365. [M1107/R

PRIDE & CLARKE - 100 new sidecars; large selection

used bargains, see display advertisements on

page 52 - 156, Stockwell Rd., S.W.9. Brixton 6251.

[M1098/R

NEW Canterbury Swallow and Watsonian in stock,

terms, exchanges, list; open 9-7 week-days and

Saturdays. - Rowland Smith, Hampstead (Tube), N.W.5.

Hann. 6041. [M1141/R

LONDON SIDECARS. - The 100% specialists. We

haven't 200, nor has anyone else. Available:

Busmar, all popular models, Watsonian, Maxstoke,

Monarchs, Avons, V.G. chassis, Rankin, complete

range Canterbury Verdon, Valiant Eagle, exchanges.

LONDON SIDECARS. - All sidecars fitted free by

experts, 30 years' experience, realignments and

refitting.

LONDON SIDECARS - A few used models for callers:

L guards, wheels, fittings, V.G. and Velvet brake

kits. - 146, Brixton Hill, S.W.2. 9 to 6, Wed. 1 p.m.

Tul. 3631. [0507/R

COMERFORDS for sidecars. - Very large selection of

second-hand models from £30; all new models in

stock including Busmar, Watsonian, Swallow, Can-

terbury, Blacknell, Garrard, Surrey, Wesssex. - Portsmouth

Rd., Thames Ditton, Emb. 5531. [M1006

SLOCOMBES OF NEASDEN have a magnificent selection

of new sidecars to match any model including

Watsonian, Swallow, B.S.A., Busmar, Garrard, Can-

terbury, Blacknell, Surrey; fitted free by experts; see

purchase terms and exchanges. - 239, 271, Neasden Lane,

N.W.10. Gladstone 3555 - 8 lines. [M1115/R

FISHERS OF ACTON. - Garrard double-adult Lad-

derock full-door on Mark II chassis, £69/10; Jet 80

complete with chassis, £59/10; Garrard sports on

chassis, £35; Garrard 500 on Mark II chassis, £29/10;

numerous other child/adult, double-adult and sports

sidecars always available; send for our free list. - 44,

Western Ave., East Acton, W.3. Shepherds Bush 5007,

3 mins. Acton Underground. [C1006

BLACKNELL

BLACKNELL. - Makers of the world renowned "Safety" chassis; see our luxurious range of "Comfort and Safety" sidecars at all leading dealers throughout the country. - Illustrated catalogue from Blacknell Sidecars, Ltd., Tidmas Factory, Alfred St., South Nottingham, Tel. 42183. [0562/R

BUSMAR

BUSMAR make for best family sidecars. - Write for free illustrated brochure to Busmar, Ltd., Field St., Blackpool. [0105/R

COMERFORDS, Surrey distributors for Busmar side-

cars. - Delivery from stock, including Astral. -

Thames Ditton, Embrook 5531. [M1006

CANTERBURY

CANTERBURY SIDECARS invite enquiries on their

child/adult and double adult models at Aristide

Ave., South Ockendon, Romford, Essex. South Ocken-

dun 2224 (7 lines). [0520/R

GARRARD

GARRARD SIDECARS. - Write for catalogue and

details of the revolutionary swinging arm Grand

Prix; £36/15/6 including tax; the greatest advance in

sidecar design in 50 years. - 78, Walmer Rd., London,

W.10. Tel. Ladbroke 1612. [0193/R

RANKIN

RANKIN SIDECARS, Ltd., Ash Rd., Salford, Birming-

ham, 8. - Write for catalogues, etc. [0520/R

RAVEN

RAVEN sidecars; write for details of our inexpen-

sive range of sidecars. - 76, High St., Cheshunt,

Herts. Waltham Cross 3080. [0341/R

P & C CLOTHING

BUY BY POST ON EASY TERMS

KANSAS JACKET

Made from finest quality leather with full zip front and belt. 2 large zip pockets, ticket pocket with flap and press stud. Real Beaver fur collar and heavy quality tartan wool lining. Will last a lifetime.



\$12.15.0

or 31/10 dep. 6 mthly. p'ments of 41/10. Post & Pkg. 3/6.



NEW P & C "MANX" SUIT

- ★ 100% Waterproof.
- ★ Black Thorndia P.V.C. material.
- ★ Jacket lined Anti-Condensation lining throughout.
- ★ Fully covered two-position zip front.
- ★ Trousers with two slip-through pockets. Jacket 59/6, Trousers 27/6.

CASH PRICE £4.5.0

or 10/7 deposit and 6 monthly payments of 14/-. Post & Pkg. 3/-.



P & C "365" Coat

- ★ Guaranteed 100% Waterproof.
- ★ Tough, flexible, grained black Thorndia P.V.C. material.
- ★ Tummy pad and leg straps.
- ★ Detachable inner lining.
- ★ Deep storm collar.
- ★ Full wrap-over.

Sizes 34 to 44in.

CASH PRICE £7.2.6

or 17/6 dep. 6 mthly. p'ments of 23/5

Unlined 55/5.0

Post & Pkg. 3/11



P & C "CLUBMAN" Suit

- For Ladies' or Gent's
- ★ Guaranteed 100% Waterproof.
- ★ Black non-crack Thorndia P.V.C.
- ★ Ladies, Royal Blue or Black.
- ★ Jacket zip fronted with 6in. storm-flap.

★ Ankle strap fastening.

JKT 78/-; TRS. 48/-; LINING 31/-.

Men's sizes 34 to 44in. Size 46 15/- extra

Ladies' sizes 34 to 48. £5.19.6

CASH PRICE

or 14/10 dep. 6 mthly. p'ments of 19/-

With detachable quilted lining.

£7.10.0

or 18/6 dep. 6 mthly. p'ments of 24/6.

Post & Pkg. 3/-.

ALL ARMADRAKE AND BELSTAFF COATS AND SUITS ON EASY TERMS

ARMADRAKE CASH Deposit 0 Monthly Payments

VALIANT COAT 26 17 6 17/1 22/8

IRON DUKE SUIT 26 10 0 16/3 21/5

METRO COAT 21 10 10 26/7 34/7

BELSTAFF

COMMANO COAT 25 17 6 14/7 19/4

BLACK PRINCE SUIT 26 12 6 16/6 21/10

SUPERHIA COAT 21 10 0 26/10 35/4

Post & Pkg. 3/11.

SEND FOR FREE NEW ILLUSTRATED CATALOGUE

All Goods despatched "By Return" on Approval against Postal Order, Cash or C.O.D. Order by Post Card or Phone and Pay on Delivery.

PRIDE & CLARKE LTD

158 STOCKWELL ROAD, LONDON, SW9

Phone: BR1 6251. Grams: PRICLARKE, LONDON

Hours of Business: 9am to 6pm. Wednesdays 10am to 5pm.

ELECTRICAL AND SPEEDOMETERS

WE SPECIALISE IN SPEEDY GUARANTEED REPAIRS
Spares for LUCAS, B.T.H., MILLER, WAGO, VILLIERS, etc.

NEW LUCAS EX-W.D. 7" D.U.42 HEADLAMPS

with domed glass, switch
and ammeter. **39/6**
(List Price 87/6) Post & Pkg. 3/6

NEW BATTERIES

4 v. standard
type with out-
side terminals. **17/6**
Heavy Duty **22/6**
Type 85- Post & Pkg. 3/6
New Anti-vibration
Carriers 6/6

SPEEDOMETERS

Your Speedo
Head repaired,
cleaned and
reset **15/-**
from
Exchanges Head
D type 19/6
50 m.p.h. non-
trip 27/6
Type 32/6 Smiths new trip
model 70/-
Reconditioned
non-trip 29/6 Post & Pkg. 2/6

LUCAS MAGDYNO

2- or 3-brush
type, clock or
anti-clock.
Used. **80/-**
Tested.
Reconditioned
55/15/-
C. & Pkg. 4/6.
Reconditioned voltage controls
30/- Post & Pkg. 2/6

40- DYNAMOS

Lucas, used.
Tested. 2s.
Brush type
F.H.M.L.O.
clock or anti-clock 40/-
Recon-
ditioned 60/6 Post & Pkg. 2/6

MILLER STREAMLINED MOTORCYCLE SPOTLAMP

Chrome plated
with adjust-
able bracket
1 1/2 in. diameter
30/-
1 1/2 in. diameter
40/-
Post & Pkg. 2/6

MAGNETOS 50/-

Lucas and
B.T.H. used,
tested,
anti-clock
rotation.
State make, etc. 50/-
Recon-
ditioned 79/6 Post & Pkg. 3/4

EXCHANGE SERVICE

ARMATURES 30/-; MAGNETOS 70/-; DYNAMOS 50/6;
MAGDYNO 115/-; VOLTAGE REGULATORS 20/-; Carr. extra.

EASY TERMS

7/6 DEPOSIT & 6 MONTHLY
PAYMENTS OF 9/10 SECURES
GOODS VALUE £3. LARGER
AMOUNTS PRO RATA

SEND FOR FREE NEW ILLUSTRATED CATALOGUE.
All Goods despatched "By Return" on Approval against Postal Order,
Cash or C.O.D. Order by Post Card or Phone and Pay on Delivery.

PRIDE & CLARKE LTD

158 STOCKWELL ROAD LONDON SW9
Phone: BR1 6251 • Grams: PRICLARKE LONDON
Hours of Business: 9 a.m. to 6 p.m. Wednesdays 10 a.m.

STEIB

STEIB—World-famous sports sidecars incorporating modern all-steel lightweight construction and design features to suit all motor cycles.

S501, weight 176lb. 69/12/4, or with hydraulic brake, 611/12/1; S350, 155lb. 235/17/11 or with brake 235/17/6; S250, 155lb. 238/17/8, or with brake 2100/2/3.

DELIVERY and fitting free in 4-5 weeks, including matching colours.

SEND for price lists, h.p. terms and illustrated catalogues to sole suppliers, A.F.N. Ltd., Falcon Works, London Rd., Isleworth, Middx. (Hounslow 5011). Open Sat. 9.30 a.m.-12.30 p.m. (sales only). [M1189/R]

STREAMLINE

SEND for brochures.—Streamline Sidecars, Ltd., Rectory Lane, Loughton, Essex. Lou. 4936. [0223/R]

SURREY

SURREY SIDE CARS for lightweights.—Station Works, Coulsdon, Surrey. Uplands 8752. [0627/R]

WATSONIAN SPARE PARTS

WEST LONDON MOTOR AGENCIES, Ltd.
WE carry the largest stock of Watsonian spares in West London.—436, Uxbridge Rd., W.12, She. 1121. [M1133]

BRACKPOOLS.—Large stockists of Watsonian and Swallow spares, post orders given immediate attention.—228, Stanstead Rd., Forest Hill, S.E.23. Tel. 2585. [0504/R]

SIDECARS WANTED

MODERN sidecars urgently required.—146, Brixton Hill, S.W.2. [0508/R]

MAXSTOCK c/a, exchange for single-seater, body only, good condition.—38, Cambridge Rd., Kingston. [7627]

SIDECARS SPARE PARTS

PRIDE & CLARKE.—Huge stock all makes: quotations, c.o.d.; easy payments.—158, Stockwell Rd., S.W.9. Brixton 6251. [C1098/R]

SIDECAR REPAIRS

REPAIR specialists to any make of sidecar.—Andre Sidecars, 468, Andre St., E.8. Tel. Cl. 0438. [0125]

TRAILERS

TRAILERS designed for use with m/c comb. for campers, etc.; booklet free; attractive easy terms.—Payne & Broughton (MC) Trailers, Newark. [0173]

CARAVANS AND CAMPING SITES

MOLES Farm, Hele, Ilfracombe.—Furnished tents for hire, camp and caravan sites; s.a.e.; all dates except July 26th, Aug. 9th. [7585]

SELF-RISE HIRE

SCOOTERS for hire, self-rise hire from 18/- per day. S.—Lambretta Hire Service, 221-237, The Broadway, Wimbledon, S.W.19. Cherrywood, 3241-2-3 & 32, Monarch Parade, Mitcham, Tel. 5141-2. [0104/R]

CLOTHING

RACING clothing.
R. LEWIS, 27, Carburton St., W.1. Pioneers of S. racing and motor clothing; no connection with any other firm.

CROMWELL Carburton crash helmets, latest T.T. low-crown B.S.1. A.C.U. models are the finest helmets made; we supply star riders all over the world, including Geoff Duke and John Surtees; A/113/2, 63/8; A/114/2, 72/4; it pays to buy the best, buy from local stockists, if unable to supply send direct to us; Cromwell Nolls new models, B.S.1. 2001-56, 55/6, detachable peaks 6/-; trade supplied.

RACING goggles Junior Champion, 35/-; Senior, 64/6; ditto, curved safety glass, 25/6; No. 88, 24/6. RACING suits, streamline one-piece horsehide and ballhide; racing boots, zip back, 125/-, 132/6; zip front, 92/6; horsehide gloves, 23/-; cowhide, 19/6; chamolux back, 18/6; extra long horsehide fitted zip, 27/6; lista free; Barbour suits, immediate delivery; sheep wool lined flying boots 25/5, short pattern 87/6, lady's long pattern, 24/15—S. Lewis of Carburton St., Euston 4795. [M1197]

CLAUDE RYE, Ltd.—Huge stocks of clothing, etc., at keenest prices; hundreds of other bargains.—895-921, Fulham Rd., S.W.6. Renown 6174. [M1105/H]

BALL BEARINGS

CLAUDE RYE, Ltd.—Ball, roller, wheel, big-end bearings, etc.; largest stocks in England.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [M1105/H]

CABLE LUBRICATORS

KIRK CABLE LUBRICATORS.—World's best Bowden oilers; Halfords, most dealers; only 2 s. [7316]

CARBURETTORS

CLAUDE RYE.—Amal, largest stocks in the country.—895, Fulham Rd., S.W.6. Renown 6174. [M1105/H]
COMERFORDS.—Bing and Magura carburettor spares and controls from stock; trade and retail; c.o.d.—Portsmouth Rd., Thames Ditton. [M1006]
HOE STREET GARAGE, Ltd.—Amal, Villiers, S.U. spares center, c.o.d.—414, Hoe St., W.12, W.17. Tel. Cop. 1710. [0281]

CELLULOID, ETC.

BLT'S PLASTICS, celluloid, Cobex, Vybs, Perspex sheet; see "Hoods, Screens and Muffs" section. [0563/R]

USED 75% BELOW LIST PRICE SPARES

DISMANTLING MOST MAKES MOTORCYCLE
QUOTATIONS "BY RETURN" ANY SPARE

ENGINES

Complete, less Magneto & Carb.	
A.J.S. 250 O.H.V. '37/8	£23 10
A.J.S. 350 O.H.V. '37/8	£28 10
A.J.S. 350 O.H.V. '46	£112 10
A.J.S. 350 O.H.V. '47/8	£115 0
A.J.S. 500 O.H.V. '48	£115 0
A.J.S. 600 O.H.V. '48	£117 0
ARIEL 350 O.H.V. '37	£6 10
ARIEL 350 O.H.V. '46	£113 10
ARIEL 350 O.H.V. '48	£115 0
ARIEL 500 O.H.V. '36/7	£6 10
ARIEL 500 O.H.V. '49	£20 0

★ BARGAIN OFFER ★
NORTON 16H 500 c.c. ENGINE
Complete, with
Magneto and Carb. **£40.00**
Carriage extra. **£5.00**

CARBURETTORS

AMAL TYPE
From 12/6
Mixing Cham-
bers 5/-
Pilot Cham-
bers 2/6
Fuel Tap 1/6
Pilot Chamber
Bolts, ea. 6d.
Pin, ea. 1/-
Mixing Cham-
ber Base Nuts,
each 1/-
Please state type required with
order. Post & Pkg. extra.

PETROL TANKS

From 5/-
Carr. 8/-
Pipes 1/6
Taps 1/6
Filter Caps 2/- Post & Pkg. 6d.

CYL. BARRELS

Examples:
Ariel 250 c.c. 15/-
Matchless 15/-
From 15/-
Enfield from 20/-
Panther 1937
From 10/-
Forster 1940 from 8/-
Indian 1946 500 c.c. 20/-
Carr. & Pkg. 8/-

SADDLES

2-point sit-
ting mat-
tress type
from 5/-
With new
top 12/6
Other types
from 7/6
Post & Pkg. 1/1

PILLION SEATS!

MOST TYPES IN STOCK
FROM 5/-
Post & Pkg. 2/6
Pillion Seats from 1/6 each.
Sponge Rubber Pilling for
Pillion Seats 1/-

EASY TERMS

7/6 DEPOSIT & 6 MONTHLY
PAYMENTS OF 9/10 SECURES
GOODS VALUE £3. LARGER
AMOUNTS PRO RATA

SEND FOR FREE NEW ILLUSTRATED CATALOGUE
All Goods despatched "By Return" on Approval against Postal Order,
Cash or C.O.D. Order by Post Card or Phone and Pay on Delivery.

PRIDE & CLARKE LTD

158 STOCKWELL ROAD LONDON SW9
Phone: BR1 6251 • Grams: PRICLARKE LONDON
Hours of Business: 9 a.m. to 6 p.m. Wednesdays 10 a.m.

LARGEST DISPLAY NEW SIDECARS IN G.T. BRITAIN



'MAXSTOKE'

IMMEDIATE DELIVERY

All makes and models

B.S.A. · BLACKNELL · BUSMAR

CANTERBURY · GARRARD · RANKIN

SWALLOW · STREAMLINE · WATSONIAN

FOR YOU TO VIEW THIS WEEK
BIG DISPLAY

WATSONIAN MODELS

MONARD Sports	£130 0 0
CAMBRIDGE double-adult on VQ21	£118 10 0
MAXTORQUE 50cc on VQ21	£97 10 0
Light MAXTORQUE child/adult on VQ21	£79 0 0
MONARCH Tourer on VQ21	£286 0 0
ATON single-seater Sports on VQ21	£78 10 0
ITON Lightweight Saloon on LG	£282 10 0
WINNIE Lightweight Sports on LX	£51 10 0
BARKING Scooter Sports	£79 10 0
ATON single-seater Saloon on VQ21	£97 10 0
BARLOW 1/2 cc Sports on L.G. chassis	£80 10 0

£5/10/- extra for brake on VQ21.
£5/10/- extra for Spring Wheel on VQ21.

NEW SIDECARS FITTED FREE

USED BARGAINS

GARRARD 50cc Saloon on Mark 8, sprung chassis with brake	£99 10 0
WATSONIAN Bambino Scooter Sports on 8.5 chassis. Red	£65 10 0
WATSONIAN Maxstoke C/A on VQ21 chassis. Blue	£59 10 0
SWALLOW Tutor s/saloon on Velox chassis, hill down. Black/driver	£55 10 0
WATSONIAN Ascot s/saloon on VQ21 chassis. Red	£59 10 0
WATSONIAN Avon sports on VQ21 chassis. Black	£55 10 0
CANTERBURY s/saloon on Rigid G.M.C. chassis. Bronze/crum	£52 10 0
WATSONIAN Avon Sports on VQ21 chassis. Blue	£49 10 0
SWALLOW Tutor s/saloon on Velox chassis, hill down. Black/driver	£49 10 0
CANTERBURY Demon 1/2 cc Saloon on G.M.C. chassis. Black/driver	£49 10 0
WATSONIAN Avon Sports on VQ21 chassis. Black	£45 10 0
WATSONIAN Windster 1/2 cc Sports on L.X. chassis. Red	£39 10 0
WATSONIAN Windster 1/2 cc Sports on L.X. chassis. Red	£35 10 0

- * 1/2nd DEPOSIT BALANCE OVER 24 MONTHS
- * EXCHANGES WELCOMED—ANY MAKE, YEAR OR MODEL
- * N.P. ACCOUNTS SETTLED
- * MAIL ORDER

Special Dept. for Post Orders. Small Deposit reserves any stock. Send for Free Illustrated Catalogue and Lists.

PRIDE & CLARKE LTD
158 STOCKWELL ROAD, LONDON, SW9
Phone: BR1 6251 · Grams: PRICLARKE, LONDON
Hours of Business: 9 a.m. to 6 p.m. Wednesdays 1 p.m.

CELLULOID, ETC.

CLAUDE RYE, Ltd.—Vybac, non-flam, flexible transparent sheet, does not crack or discolour: 20in, 50in x 26in, 14/-; 30in, 50in x 26in, 21/-; 40in, 50in x 26in, 27/6; p. 1/6—599, Fulham Rd., S.W.6. Renown 6174. [M1105/R]

CHAINS

PRIDE & CLARKE, Ltd., amazing chain offer: 3/4 x 3/4, 6/9 per foot; 1/2 x 5/16, 5/9 per foot, new and guaranteed, postage extra.—158, Stockwell Rd., S.W.9, Brixton 6251. [M1098/R]

1000 ft clearance stock chain 3/4 x 3/4, 1/2 x 5/16, 1/6 ft; 1/2 x 1/4, 205, 1/2 x 3/4, 305, 2/-; 3/4 x 3/4, 2/6 ft; 3/4 for Morgan, 3/-; post 1/6—Long, 149, Broad Lane, Hampton, Middx. [0509/R]

CLAUDE RYE, Ltd.—New chain, 1/4 in x 3/4 in, 5/11 ft, 3/4 in x 1/2 in and 3/4 in x 1/4 in, 7/- ft, 3/4 x 3/4 in, 9/- ft; post extra; all other sizes in stock.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [M1105/R]

CONTACT LENSES

MODERN CONTACT LENS CENTRE 7 (L), Endeavour Court, Upper Woburn Place, W.C.1. Deferred terms. Booklet sent [0004/R]

CYLINDER GRINDING AND BORING

DARALAY REBORERS, 21, Thames St., Weybridge, Surrey Weybridge 3268, 24-hour service. [0018/R]

S. A. COLES for the perfect rebores, 24-hour service.—364, High Rd., E.10. Ley. 7171. [M1017/R]

MOTOR cycles decarbonised and rebores.—J. P. Simons and Sons, Ltd., 43-49, Tavistock St., Bedford. Tel. 67541. [7180]

BRACKPOOLS.—Reboring, sleeving, 24-hour service. Centricast liners, pistons, all sizes from stock.—228, Stansted Rd., Forest Hill S.E.25. For. 2585. [0461/R]

24-HOUR service, your cylinder rebored and new Hepolite piston supplied from stock; reasonable charges for first-class work.

KINGSTON MOTOR CYCLES, Ltd., 26, London Rd., Kingston-on-Thames. Tel. Kin. 2243. [M1073/R]

ELEANOR MOTORS.—Cylinder reboring and sleeving; 24-hour service; exchange cylinders B.S.A. and Triumph; trade and retail.—269, Mare St., Hackney, E.8. Amherst 3923. [0246]

A FIRST-CLASS job guaranteed; reboring and sleeving with the latest Van Norman equipment.—Kinnear of Feltham, 80, Bedford Lane, Feltham, Middx. Feltham 4545. [C1016]

PISTONS complete or rings only, thousands in stock many old types, c.o.d. by return post; reboring and sleeving on the Churchill grinder 24-hour service; send your cylinder securely packed to:

MARSDEN Repair Department, 18, St. Michael's Lane, Leeds, 6. Tel. 51615. [0239/R]

CLAUDE RYE, Ltd.—Reboring 12/6 per bore plus cost of piston, sleeving 30/- extra, most W.D. and pre-war pistons supplied at greatly reduced prices; send s.a.s. with details of machine for quote.—895-921, Fulham Rd., S.W.6. Renown 6174. [M1105/R]

VICTOR MARTIN & Co., Ltd., Elmhurst Works, Grove, N.17. Tel. Tot. 2244. Specialists in inserting, polishing, reboring, grinding, remounting; racing and commercial engines reconditioned; all J.A.P. engines and spares in stock. [0417/R]

DUAL SEATS AND COVERS

TO fit most seats, black or clear, 6/-; Tartan, blue or red, 8/-; Vynide, 23/9; genuine B.S.A. or Dualite, 31/9; state year and make of seat.—Craze Bros., 473, Christchurch Rd., Bournemouth. [0225/R]

ENAMELLING, PLATING AND POLISHING

REFLECTORS resilvered 1/3 per inch diameter plus postage, prompt service; also chromium cadmium.—Gloicester Plating Co. Ltd., Eastern Ave., Gloucester. [0259/R]

HEADLAMP reflectors replated in pure silver, amazing brilliance, one-day service, 6/- each, p. & p. 1/6 each; cork seals, 6d each; bulbs, 3/- each, state type; send P.O.R. Packer, 169, Hotwell Rd., Bristol, 8. [0546/R]

ENGINES

PERCE RYE.—All makes of engines in stock.—495, Fulham Rd., S.W.6. Fulham 5643. [M1199/R]

CR Record, 1940-5 Triumph 350 chr. £14/10/- 1940-5 Triumph 350 sv. £10/10/- carriage extra; tons of spares for all the preceding.—Claude Rye, 895-921, Fulham Rd., London, S.W.6. Renown 6174. [M1105/R]

J.A.P. 600cc side-valve engines, new, exactly as received from the makers, Lucas Magdyno, Amal carburetor, clutch drive sprocket; £25 each for quick sale.—Pashley, Ltd., 140, Chester St., Aston, Birmingham, 6. [0280]

MUST be cleared owing to shortage of storage space, Norton 490cc 16H sv engine units, ex-W.D. second-hand, sound, complete but not reconditioned; 55/- each, carr. extra.—Dawsons Motors, Shakespeare St., Nottingham. Tel. 41181. [M1029]

EXPORT

PRIDE & CLARKE.—Everything for motor cyclists; quotation by return.—Stockwell Rd., S.W.9. Bri. 6251. [M1098/R]

CLAUDE RYE (EXPORT), Ltd.—Motor Cycle accessories, clothing, ex-W.D. spares, largest stocks in the world of Harley-Davidson and Indian spares at knock-out prices; write for lists.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [M1105/R]

SIDECAR SPARES

HUGE STOCKS OF NEW SPARES FOR WATSONIAN, SWALLOW, GARRARD, CANTERBURY, B.S.A., SUNBEAM, STREAMLINE, BLACKFELL, BUSMAR, RAYER, LESMIL.

SWALLOW FOLDING HOODS
Finest Quality Complete with frame
64/6
P.A.P. 2/9.
HOODS, less frame, 49/6.
B.S.A. HOODS, complete with frame, 88/-.

1-ELLIPTICAL SPRINGS
1 1/2 in. wide.
4 + 1 Leaf 24/2 ca. Post & Pkg. 2/1.
5 + 1 Leaf 26/7 ca. Post & Pkg. 2/1.

REAR BUMPER BARS
Polished alloy, complete 16/9 with fixing brackets
Chromed Steel Bumper Bars. Post & Pkg. 1/5. 24/9.

SWALLOW SCREENS
COMMANDO AND SPORTS MODELS 28/6
MODELS Nos. 101 and 108 as mins. 55/8
B.S.A. Windscreen 57/6
Jet 50 Screen 56/4.
(Carr. & Pkg. 5/-)

REAR LUGGAGE GRIDS
Polished Alloy complete with nuts and bolts for fitting.
22/9 set. Post & Pkg. 1/5.

SIDECAR MUDGUARDS
Very strong. Ribbed. Black enameled. Suitable all makes.
5 in. 18/9
6 in. 20/-

EASY TERMS

7/6 DEPOSIT & 6 MONTHLY PAYMENTS OF 9/10 SECURED GOODS VALUE £3. LARGER AMOUNTS PRO RATA

SEND FOR FREE NEW ILLUSTRATED CATALOGUE All Goods despatched "By Return" on Approval against Postal Order, Cash or C.O.D. Order by Post Card or Phone and Pay on Delivery.

PRIDE & CLARKE LTD

158 STOCKWELL ROAD, LONDON, SW9
Phone: BR1 6251 · Grams: PRICLARKE, LONDON
Hours of Business: 9 a.m. to 6 p.m. Wednesdays 1 p.m.



Take a look at our wide range of brand new and used motor cycles and you will see that we hold all the Aces. We present for your inspection one of the best shows of motor cycles in the country including BSA, Ariel, Norton, Sunbeam, Triumph, A.J.S., Matchless, Panther, Velocette, Royal Enfield, Lambretta, Watsonian, Swallow, Busmar, Micoara, Reliant and Heston Threebeaters. Our scooter department is definitely worth a visit for those interested in this most modern of modern transport and pleasure. For Exchange, Hire Purchase, Insurance—the lot, easily and swiftly arranged to your convenience. A super after sales service which ensures your complete satisfaction and a return visit when you want your next machine. Call, phone or write as soon as possible and get your new motor cycle now—easier and quicker than you ever thought possible. Join us for a "cuppa" on Saturday afternoon. Remember—You'll do a deal better with Dunn's.

WHEATSHEAF CORNER
SUNDERLAND
TEL : 57666

GARAGES, ETC.

AND now the Mini-garage for solo motor bike or scooter; £16 delivered; trade enquiries invited; a.s.s.—Bramon, Newtown, Leominster, Herefordshire. [7518]

LOCK-UP garage space to let for approx. 12 motorcycles or scooters, air, hot water, 100 per week.—No. 1, Hildrop Lane, Hildrop Crescent, Brecknock, N.W. Tel. Fit. 1044, after 6.30 p.m. to view. [7480]

GEARS, ETC.

PERCE RYE.—Most makes of boxes in stock.—495, Fulham Rd., S.W.6. Fulham 5643. [M1199/R]

ERIC KENNARD & Co., Albion and Burman stockists.—19, Station Rd., N.3. Finchley 3589. [0393/R]

CLAUDE RYE.—Stockists of Albions, B.S.A., Burman, Norton and Triumph gear box spares.—895-921, Fulham Rd., S.W.6. Renown 6174. [M1105/R]

RAPIDS.—£10,000 Burman spares in stock, 1926-1958; exchange boxes and clutch plates.—269, Haydens Rd., Wimbledon, S.W.19. Cherrywood 3202-5. [M1162/R]

HIRE PURCHASE

HIRE—Purchase for private sales arranged promptly on post-war motor-cycles, scooters and cars; moderate charges and low interest rates; existing accounts settled.—Triad Motors, 3, Fulham High St., S.W.6. Renown 5759. [0088]

HOODS, SCREENS AND MUFFS

"PERSPEX" all thicknesses, for wind and side screen; cut to specification; delivery by return.—R. Denny & Co., Ltd., 13 & 15, Netherwood Rd., London, W.14. Shepherds Bush 1426/5152. [0311/R]

CLAUDE RYE, Ltd.—Hood material, heavy black double-texture waterproof twill, 72in wide, 19/6 per yd., post 1/- per yd.; green leather cloth, heavy quality, 50in wide, ideal for sidecar hoods, 7/6 yd. post and pkg. 1/6 yd.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [M1105/R]

PERSPEX, all thicknesses cut to size; Cobex non-flam rigid sheet, 54in x 24in or 36in x 36in in 30/1000, 25/6, F. & P. 1/3; Velux flexible sheet at reduced price, size 54in x 24in x 40 thou., 24/-, P. & P. 1/9; celluloid sheet stocked; lists free.—Bly's Plastics, Empire Arcade, Reed 370, Upper St., Angel, London, N.1. Callers 5.30-5.50, Sat. 1 p.m.—Can. 3249. [0666/R]

HOTELS AND ACCOMMODATION

DOUGLAS.—"Sydney House," 28, Buck's Rd., T.B.E. 13/-, full board 16/6.—Noble. [7529]

T.T. and scooter week, late dinner, bed, breakfast, garage; £5/15/6.—Elainore, Victoria Rd., Douglas. [7481]

DOUGLAS.—Mitre Hotel, Central Prom. (Tel. 2196.) Fully licensed (guests), every comfort, excellent cuisine.—Write booklet, J. E. Carline. [7564]

ENGLISHMAN in Spain personally arranges accom. selected in exp. hotels; no booking fee.—Dixie, Biarritz, Costa Brava. [7629]

COLWYN BAY, ideal centre for seeing North Wales; h. & c. lounge; b. & b. 11/6; f.b., 17/-.—Rutter, Eastview, Wynnistay Rd., Old Colwyn. [7607]

DOUGLAS.—"Bayridge," Walpole Ave., Loch Prom. (licensed), h. & c., board June, Sept. 17/6. Tel. 1183 Greer. [7410]

DOUGLAS.—8, Stanley Terrace, Broadway; full board 15/6; packed lunch rate days; motor cycle accom.—Quilliam, Tel. 573. [7506]

DOUGLAS.—"Shaftesbury," Broadway, close to Strand; h. & c., brd. res. 20/-; t.b.b. 16/6. Tel. 1178, Lewin. [7507]

DOUGLAS.—"Millbrook," Broadway; full board 15/6; June, free garage, personal supervision.—Tel. 699 Clarke. [7573]

DOUGLAS.—"Silverburn," Kingswood Grove, H. & C. throughout, spring interiors, homely; B.B. evening meal, 15/6.—Fate. [7511]

MOTOR cyclists invited. Dinner (5 p.m.), bed, breakfast 15/6, h. & c., highly recommended.—Cavendish, 27, Burnside Terrace, Douglas, Tel. 938. [7447]

DOUGLAS.—"Kenilworth," Central Prom. (Tel. 1979). Centrally situated. Special facilities during T.T. Week Parking at rear (Cul-de-sac). Write Mr. & Mrs. Rigby. [7183]

DOUGLAS.—Daytons Private Hotel, Central Prom., licensed, h. & c. all bedrooms, moderate terms, private garage; write for illustrated booklet.—G. Stan-ley. [7149]

HOWSTRAKE Holiday Camp, near Douglas, terms from £5/9/6 week, four meals a day; comfortable accommodation; free garaging of motor cycles.—Write for Brochure to P. Adams. [7240]

HOTELS AND ACCOMMODATION WANTED

RIDER wishes share with another, either London area or St. Albans.—Box 5703. [7596]

IGNITION AND LIGHTING

PRIDE & CLARKE.—Lucas, Miller, Wico and Villiers ignition spares and repairs, quotations by return, send for list. [M1093/R]

158, Stockwell Rd., S.W.5. Brixton 6251. [M1093/R]

M.B. now trading as Parker & Clark, Ltd., 119, High St., Hampton Hill, Middx. Tel. Mo. 7220. repair specialists, Lucas, Miller, Villiers, B.T.H. (0206)

T.C. Munday & Co. Ltd.
W-H-J. PEACOCK & R-W. PEACOCK

THE SIDECAR SPECIALISTS!

WATSONIAN AVON

The finest value in Sports sidecars on the market.

Specification includes:—

Lift up dash

and door,

PerspeX

screen, hood,

opening rear

locker, lugg-

age grids and

bumper on VG21 chassis.

£78-10-0 Brake £5-10-0

IMMEDIATE DELIVERY 1/3 deposit Balance in 12, 18 or 24 monthly payments.

WATSONIAN STOCKISTS

and London service agents. Immediate delivery of Windsor, Elton, Bantini, Avon, Monarch, Light Maxstock, Maxstock, Cambridge and Monaco. Also VG21 chassis with or without brake and sprung wheel.

CANTERBURY STOCKISTS

Immediate delivery of Challenger, Victor, Avenger, Eagle, Conqueror, Hawk and Venom.

STOCKISTS OF SWALLOW, RAVEN, STREAM-LINE, GARRARD, BLACKNELL AND WESSEX SIDECARS. A.J.S., ARIEL, MATCHLESS, TRIUMPH MOTORCYCLES, NSU QUICKLY AND PRIMA SCOOTERS.

ALL SIDECARS FITTED FREE. NEW OR USED

Spring or rigid.

FREE DRIVING TUITION TO BEGINNERS.

124 DALBERG RD. BRIXTON S.W.2

BRI. 5365 • 9-630 Daily • Closed Sundays

Junction of Effra Parade, Water Lane and Dulwich Rd

COWIES

The B.S.A. Specialists

ALL 1958 MODELS IN STOCK

IMMEDIATE DELIVERY

FACTORY TRAINED MECHANICS

ENSURE YOU GET REAL

AFTER-SALES SERVICE

Agents For . . .

FORD & STANDARD CARS

Motorcycles welcomed in Part Exchange

900

SELECTED USED MACHINES

ALWAYS IN STOCK

THE LARGEST SELECTION OF COMBINATIONS, THREE-WHEELERS, SCOOTERS IN THE NORTH OF ENGLAND

WE GUARANTEE YOU A GOOD DEAL AT

COWIES

MILLFIELD SUNDERLAND

Depots at **NEWCASTLE-STOCKTON-DURHAM**

IGNITION AND LIGHTING

BRADLEY'S IGNITION SERVICE repair all makes in 48 hours; guaranteed 12 months; dynamo changed from 40/-; magnetos from 50/-; magneto from 80/-; free advice.—8, Gascoigne Rd., Acton, Crofton, Tel. Lodge Hill 3354. [0M104/R]

COMERFORDS.—Continental and English vehicle equipment, including Bosch, Norris, Hella, Lucas and Wipac; trade and retail.—Comerfords, Portsmouth Rd., Thames Ditton, Surrey. Esherbury 5531. [M1106/R]

CLAUDE RYE, Ltd., guaranteed repairs and reconditioning of all makes of magnetos and dynamos most units reconditioned ready for exchange, also all spares in stock for Lucas, Miller, Wico-Pacy and Villiers; quotations by return.—895-921, Fulham Rd., S.W.6. Renown 6174. [M1105/R]

INSURANCE

TAYLOR MATTERSON, Ltd.

IMMEDIATE cover; special comprehensive rates to 5000 upwards; lowest rates for young drivers, all machines and cars; state age and if experienced.—Bedford Hill, Balham, S.W.12. Balham 4201-2. [0M12/R]

INVINCIBLE.—Premiums by instalments.

INVINCIBLE.—Policies for 2, 3, 6 or 12 months.

INVINCIBLE.—Immediate bonus up to 25%.

INVINCIBLE.—Immediate cover from:—

INVINCIBLE POLICIES, Ltd., 7, Whitlington Ave., London, E.C.3. Tel. Mansion House 2961. [0M12/R]

PERCE RYE.—Insurance by instalments; cover up to the spot.—495, Fulham Rd., S.W.6. [M1199/R]

CHEAPEST rates, learners, youthful drivers welcomed.—Beaks Brothers, London, E.15. [794]

BRACKPOOLS.—Low rates, immed. cover, sh. pte. terms 5s pte.; a.s.s.—228, Stansted Rd., E.13. Forest Hill 2585. [0406/R]

COMPREHENSIVE cover from £5/19/2, third party £2/6/11, immediate cover 50/-, balance by instalments.—Kittysurance, Sutton, Surrey. [0M14/R]

COMPETITIVE quotations for riders and machines of all ages.—Charles I. Jones & Co., 52, Upper Maudlin St., Bristol, Tel. 22717. [0232/R]

CLAUDE RYE, Ltd., the motor cycle people, cover on the spot, competitive rates.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [M1105/R]

WHITBYS OF ACTON, Ltd.—Keenest rates, immediate issue of cover notes; let us quote you.—27, Acton Vale, London, W.3. Shepherd's Bush 5355-6. [M1122/R]

DEFENCE, Ltd.—Lowest first payment, longest deferred terms, cover on demand or by return post, prompt service.—722, Barking Rd., Plaistow, E.13. Grange Wood 6069. [0106/R]

METROPOLITAN INSURANCE BROKERS, Ltd., select the best and cheapest terms from all the different insurance companies and Lloyd's to suit your own particular needs; quotations by return.—4, Lloyd Ave., E.C.3. Royal 5056. [7152]

LOWEST rates for motor cycle of any make or age, prompt cover, attractive terms for learners and young drivers; maximum no-claims bonus.—Moon (Brokers), Ltd., 217, Westminster Bridge Rd., London, S.E.1 (opp. County Hall). Waterloo 6075. [0124/R]

MUTUAL AID

PERCE RYE.—Dismantling all types of m/c.—495, Fulham Rd., S.W.6. Fulham 5643. [M1199/R]

NUMBER PLATES

PRIDE & CLARKE, Ltd., high-grade embossed alloy, 14/6 complete set, post 1/6.—158, Stockwell Rd., S.W.9. Brixton 6251. [M106/R]

CLAUDE RYE, Ltd.—Front number plates, black enamel 1/3 each, rear 3/4 each, post 1/3; rear number plates with reflector, 4/6 each, post 1/3; transfers 2/6 set, post 4d; aluminium number plates, raised and polished, 17/6 pair, post 1/6; 24-hr. service no c.o.d.—895-921, Fulham Rd., S.W.6. Renown 6174. [M1105/R]

PARTS AND ACCESSORIES

A. GAGG & SONS, Nottingham.

FOR brand new and second-hand motor cycle spares.

We cater for spares only, no machine sold complete, therefore you have very good selection to choose from; also another vital point, when dealing with Gagg's of Nottingham you're dealing with people who give square deal, anything we sell and you're not satisfied, simply return, will put right, mistakes can happen in the best of circles; also another point, we have been established well over half century therefore you can put your full trust in us for straightforward transaction.

NOTE addresses, A. Gagg & Sons, 111-117, Alfreton Rd., Nottingham, Tel. 76283. [M104/R]

WHITBYS.

WHITBYS OF ACTON, Ltd.—Let us know your requirements, every enquiry dealt with by return, large at-ks held for B.S.A., Ariel, Triumph, Norton, Royal Enfield, Matchless, A.J.S., Sunbeam, Villiers, Burman, Wellworthy, Hofmann, Skoots, Perodax, Amal, Lucas, Renold, Lodge, K.L.G., Terry, etc.—263, Acton Vale, London, W.3. She. 6785. [M1122/R]

CLAUDE RYE LTD

THE MOTOR CYCLE PEOPLE
WORLD'S LARGEST SPARES STOCKISTS



NEW BATTERIES
10 amp. 12/6. 14 amp. Heavy Duty. Guaranteed... 25/-
Post & Pkg. 3/6.



NEW TOOL KITS
Comprising three tyre levers, 4in. adjustable spanner, pair of pliers, screwdriver, set of 4 D.E. spanners, set of mag. spanners.
P & P. 1/6.
13/9
De Luxe 23/6. P. & P. 2/3.



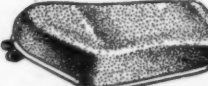
NEW VERIDAX CONTINENTAL HORSE
For light-weight machines. Coloured spores, red/white, green/white, black/white.
£4.10.0

THIS WEEK'S SPECIAL OFFERS

	Usual Price	Sale Price	P. & P.
Large Norton Lyons Saddles	65/-	29/6	3/3
Heavyweight Fillon Foot Rests, universal fitting	10/6	5/11	1/6
G.R. Wadsworths, Perspex, 18 x 16in., clear apron	65/-	45/-	2/6
Motor Cycle Pump-Pom Grease Gun, all brass	7/6	5/-	1/6
Motor Cycle Pump Spray Gun, complete, with pump 17/6	17/6	11/6	1/9



New high quality **CHROME EXHAUST PIPES**, 1939-56, at lowest prices. Send S.A.E. for quotation.



NEW VERIDAX LIGHTWEIGHT DUAL SEATS with internal springing & Latex Foam Seat & Monopiece covering.
£39.6
Post & Pkg. 3/6.

VERIDAX DUAL SEAT COVERS to CLEAR For early autumn. 7/6 each.
Post & Pkg. 1/-.

TRADE SUPPLIED

895-921 FULHAM RD. LONDON S.W.6
RENOUVN 6174 (20 lines)
8-30-6 daily, Thurs. 1 p.m.

PARTS AND ACCESSORIES

GOODALLS.
GOODALLS OF EPSOM.—Spares and accessories for all popular makes of motor cycles, tyres, clothing, insurance, etc.
HOURS 8.30 to 6.30 p.m.
55, South St., Epsom.
[M1051/R]

H. KNOWLES, M.C. spares.
JUST post that worn or broken part to us and let us match same and return per c.o.d. Don't let the age worry you; we cater for old-timers. Thousands of gear box spares. Old type S/Archer, Albion, Burman, B.S.A., etc. Dismantling daily. The Sprocket King of the Midlands. All makes and years of engine, gear box and rear wheel sprockets. Please send patterns to save time.
H. KNOWLES, M.C. Spares, 196, Alfreton Rd., Nottingham. Tel. 77596. Open Sunday mornings.
[0538/R]

GIFTS OF SOUTH HARROW for spares, repairs, accessories, everything for the motor cyclist.—368, Northolt Rd., South Harrow. Byron 2484.
[M1053/R]

ARIEL, Enfield, Francis-Barnett, Triumph, Villiers, Albion, Amal, Burman, Lucas, Miller, plaitors and rings all makes from stock by return post; 6-0 d. or quotation.

MARSDEN, the Leading Spares Stockists of the North, Hyde Park Corner, Leeds, 6. Tel. 51615.
[0238/R]

PUTNEY AUTOS, Ltd.—Full range accessories and spares for all leading makes of machines. Amal and Burman spares, silencers, handlebars, lamps, mirrors, crashbars, etc.—683, Putney Bridge Rd., Putney, S.W.15. Tel. Putney 6887.
[M1138/R]

CLAUDE RYE, Ltd.—Largest stock of spare parts and accessories in the world, whatever your requirements, save time and money by sending to us first: it's 10 to 1 we have it in stock, anything from a nut to an engine, send s.a.e. for quote.—895-921, Fulham Rd., S.W.6. Renown 6174.
[M1105/R]

NEW ex W.D. Norton spares, front mudguards 4/11, gearbox shell 59/6, petrol tanks 30/-, exhaust pipes 10/6, chrome 22/10, K/S cranks 14/11, pawls 5/6, P/C levers 5/6, fork girders 27/6, cyl. gaskets 42/6, s/hand carb. 25/-, dynamos 45/-, magdyno bottoms 42/6, h/lamps 39/6, carriage extra; large stock frames, forks, wheels, etc. write call, Tel.—Kilston, 2, Salem Place, Leeds, 10. Tel. 22452.

SECOND hand bargains! Engines: Norton ES2, 1949, £15/10; Norton 12H, £7/19/6; P. & M. 350cc 1946, £8/10; Triumph 1949 ST, £18/10; gearboxes: Douglas Mk V, £6/10; Norton Dominator, less clutch, £12/19/6; Triumph 1946, £15/19/6; Triumph teleforks, £11/10; carb. 21/- to 30/-; exchange units from: dynamos, 45/-; magdyno bottoms 42/6; A.V.C., 22/6; also oil tanks, tool boxes 5/-; carriage extra; frames, tanks, wheels, engine and carb. parts; for quote, covey, write, Tel. 22452.—Kilston, 2, Salem Place, Leeds, 10.
[M1072/1]

DAWSONS offer fully guaranteed engine units: Matchless 350cc £15; B.S.A. M20 £14; Ariel 350cc ohv, £15; Enfield 350cc ohv, £9; gearboxes: Norton £5; Triumph, Enfield and B.S.A. £8; Norton kickstart cranks new 17/- each; new 16H Norton petrol tanks 35/-; 16H Norton crankcases pair 22/-; Enfield frames £3; clutch, complete 55/-; Norton rear wheel sprockets, 21/- to 30/-; exchange units from: dynamos, 45/-; new B.S.A., Norton and Matchless big end assemblies £2/2 ea-h; Amal carb. most makes from 39/-; new 16H fork girders £1/5 pair; new 12 footboards pedals 4/- each; also large stocks ex-W.D. gearbox pinions, all at clearance prices.—Write for quotation, Dawson's Motors, Shakespeare St., Nottingham. T-1. 4181.
[M1029]

PISTON RINGS, ETC.

BROOKLANDS ENG., Portsmouth Rd., Cobham, Surrey 3003.—Martlett pistons and K.E.965 hand-forged valves to pattern or sketch.
[0060/R]

CLAUDE RYE, Ltd.—1928-1938 motor cycle pistons at below cost price, 1939 up also available; over 50,000 in stock; send s.a.e. quote stating full particulars, order dispatched same day, maximum discount to trade.—895-921, Fulham Rd., London, S.W.6. Renown 6174.
[M1105/R]

REAR SUSPENSION

ERIC KENNARD & Co., official Girling distributors, new legs and spares; c.o.d. service; trade and retail.—19, Station Rd., N.3. Finchley 3589 [0380/R]

GIRLING officially appointed distributors; huge stocks of legs and spares; c.o.d. trade and retail.—Gus Kubu Motors, Clapham Rd., London, S.W.6. Bri. 5604 & 9435.
[0128/R]

REPAIRS

BRACKPOOL'S for all repairs by skilled mechanics, established 35 years.—225, Stanstead Rd., Forest Hill, E.23. For. 2585.
[0503/R]

LE Veloceste specialist, repairs and spares, extensive works experience; free collection and delivery. L. Leach, 120, Heath Rd., Twickenham. Pop. 4835.
[0079/R]

ERIC KENNARD & Co., for repairs to all makes, stove channelling, frame forks, chassis and wheel repairs, rebore etc.—19, Station Rd., N.3. Finchley 3589.
[0392/R]

ELEANOR MOTORS, Ltd.—Repairs, all makes, Lambretta specialists, etc.; accident estimates and repairs.—36, Chatham Place, Hackney, E.9. Amherst 5923.
[0248]

TELESCOPIC forks repaired, straightened and rebuilt, all makes; send to the fork specialists—Percival Bros. & Webb, Ltd., 183-4, Cattle Rd., Birmingham, 9.
[M1097]

CLAUDE RYE LTD

THE MOTOR CYCLE PEOPLE
CLOTHING BARGAINS



NEW IMPROVED MARK VIII FLYING GOGGLES
Clear, wide vision, non-splint safety lenses, soft leather facings.
25/-
Post & Pkg. 1/3 pair.
PRIN INSURANCE with every pair.



NEW JEPPO FACE SCREENS
Gives full protection to eyes and face.
7/6
Post & Pkg. 1/-.



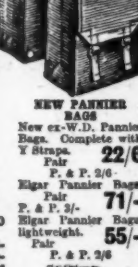
NEW WHITE SILK INNER GLOVES
Pair
P. & P. 6d. **5/6**



NEW WATER-PROOF OVER-TROUSERS
Made from rubberised Indian material with elastic waist.
12/6
Post & Pkg. 1/6
As above double texture material.
P. & P. **21/-**



NEW GAUNTLET GLOVES AT GREATLY REDUCED PRICES
Chrome Leather Gauntlets, pair 17/6. Sheepskin Gauntlet Gloves and Mitts, pair 22/6. Leather Gauntlets, pair 27/6. Leather Gauntlets, lambswool lined, pair 25/6. 45/-, Post & Pkg. 2/-.



NEW PANNIER BAGS
New ex-W.D. Pannier Bags, Complete with Y straps.
Pair **22/6**
P. & P. 2/6
Eggar Pannier Bags, Pair **71/-**
Eggar Pannier Bags, lightweight, Pair **55/-**
P. & P. 3/6



PRICE SLASHED NEW CANADIAN TOP BOOTS
Supple chrome leather legs, double reinforced stitching throughout. Solid rubber foot, cleated sole, flexible, comfortable. Finest protection in all weathers. Sizes 7-12. Worth 65/-.
27/6
NOW ONLY P. & P. 2/3



BRAND NEW SAFETY HELMETS
CENTURION 58-60 SLAZHER Type A EVEROAK STANDARD 55-58 CROWELL 55-58 KNOX 55-58 AVIATIK 55-58 CORKER 55-58 SKULGARDE 55-58 EVEROAK CORKER 55-58 FLARE 45-48 LYNETT 60-64 NEW STANDARD B.S.I. APPROVED B.S. 5601/56.
Post & Pkg. 3/3



NEW EX-NAVY TOP BOOTS
Exceptional quality, genuine leather uppers, very thick real leather soles and heels. Finest protection in all weathers. Sizes 6-11. Worth double. Our Price **35/-**
Post & Packing 3/3



New Plastic Shaped Motor Cycle Covers, Without Screen. P.&P. 2/3.
New Plastic Shaped Motor Cycle Covers, With Screen. P.&P. 2/3.
P. & P. 2/3
New Shaped Scooter or Motor Cycle Covers, Heavy Quality Plastic, Suitable for all makes, with envelope for screen.
Post & Pkg. 2/6



New Ladies RYTH Gaiters, Brown P.V.C. List Price £4/4/-.
Our Price **65/-**
Size 34-40. P.&P. 3/3.
New Men's RYTH Rubberized Gaiters, List price 50/6.
Our Price **57/6**
P. & P. 3/3



NEW LADIES RYTH Gaiters, Brown P.V.C. List Price £4/4/-.
Our Price **65/-**
Size 34-40. P.&P. 3/3.
New Men's RYTH Rubberized Gaiters, List price 50/6.
Our Price **57/6**
P. & P. 3/3

895-921 FULHAM RD. LONDON S.W.6

RENOUVN 6174 (20 lines)
8-30-6 daily, Thurs. 1 p.m.

MANUFACTURER'S OFFER OF STEEL SHELVING

- Brand new—Manufactured in our own works.
- Shelves adjustable every inch.
- Heavy gauge shelves will carry 400 lbs. each.
- Stove enamelled bronze green.
- 6 shelves per bay—Extra shelves 8/- each.
- Quantity discounts.



DELIVERED
FREE £3-15

Ready
for
Erection

72" High
34" Wide
12" Deep

N. C. BROWN LTD.
ROEACRE WORKS
HEYWOOD, LANCs.

Tel.: 69018/9

COVER YOUR CYCLE

Protect it with a **QUADRANT** from **WATERPROOF** cover



BUY DIRECT from MANUFACTURER at **WHOLESALE** PRICE, guaranteed complete protection from rust or deterioration. **SAVES YOU 66%**

QUANTITIES	A	B	C	D
1000	11/3	14/6	18/0	21/0
500	12/6	16/0	19/6	22/6
250	14/0	17/6	21/0	24/0
100	16/0	19/6	23/0	26/0
50	18/0	21/0	25/0	28/0
25	20/0	23/0	27/0	30/0
10	22/0	25/0	29/0	32/0
5	24/0	27/0	31/0	34/0
1	26/0	29/0	33/0	36/0

Delivery by Return. **MONEY BACK GUARANTEE.** **QUADRANT SUPPLY CO.** (Dept. 3), 31 Church Road, London, N.W.4. SUN 1385. Personal Shoppers Welcome.

SPARES for your Royal Enfield

Full stocks W.D. & Post War. Service Units, Repairs

YOUNG'S MOTOR STORES
29/32 Tooting Bec Rd., London, S.W.17.

Tel: Balham 7791 Hours: 9-6 Wed. 10'clock

New Continental TYRES

Original equipment on B.M.W., N.S.U., etc. **ALL TYPES AND SIZES FOR MOTOR CYCLES** Standard — Sports — Cross country. Also for Scooters, Mopeds, Minicars. Send for FREE descriptive booklet and price list. **TRADE SUPPLIED.**

Official distributors: **CONTINENTAL TYRE SALES** 2, Chester Close, Chester St., London, S.W.1. SL0ane 8943

REPAIRS

TRIUMPH repairs by Harvey's ensure a first-class job; accident work collected and estimated and repaired in half the time—Harvey's, 47, South Lambeth Rd., S.W.8. Tel. 6661. [0082/R]

WHEELS repaired, rebuilt, chrome rims and rustless spokes fitted, trade enquiries welcomed—J. L. Hargreaves Ltd (Incorporating Stevens & Co.), 109, London Rd., Manchester. 1. Ard. 1008. [M1124/R]

GODFREYS, Ltd., have extensive works capable of taking on any size of repair at the following depots: 1a Highgate Rd., Kentish Town, N.W.5. Tel. Gu. 7761; 226-234, London Rd., Croydon. Cro. 3641-2; and 416, Romford Rd., Forest Gate, E.7. Gra. 1234-5. [M1052/R]

A. E. OLIVER, late chief frame builder to Brough Superior motor cycles, all makes, frames, fork, wheel and chassis repairs, tele. forks and crash work a speciality; 55 years' experience; trade enquiries invited—43-45, Alfreton Rd., Nottingham Tel. 72069. [0601/R]

J. A. LOCK OF EDMONTON for your insurance repairs; carriage arranged and estimate issued same day, minimum delay in completion; specialists in telefork repairs; our large workshop open for inspection—J. A. Lock, Ltd., 68, Fore St., Edmonton, N.18. Tel. Edmonton 5269. [M1197/R]

SILENCERS AND EXHAUST PIPES

BLAYS OF TWICKENHAM, Ltd., for exhaust pipes and motor cycle spares—192, Heath Rd., Twickenham. [0368/R]

EXHAUST Pipes, in best chrome, made to pattern, from 30/-—Technical Tubes, Ltd., Longham, Dorset. [7159]

CLAUDE RYE, Ltd., silencers and exhaust pipes; largest stock in England; write for list or quotation of type required; trade supplied—895-921, Fulham Rd., S.W.6. Renown 6174. [M1105/R]

BURGESS, the original straight-through silencer, immediate delivery of replacements to fit every make, model, year; order through your dealer; trade enquiries invited—Burgess Products, Ltd., Hinckley, Leicestershire. dinckey 700 [0039]

SIAMESE exhaust pipes (chrome-plated) left-hand side into right-hand side, available for 1954-5/6/7 Triumph T100 and T110; A.J.S. and Matchless 500cc twin 1951/7, price including carriage, 95/-; available shortly for B.S.A. and other Triumph Twins. **CRAZE BROS., Ltd.**, 473-5, Christchurch Rd., Boscombe, Hants. [0226/R]

SPEEDOMETERS

CLAUDE RYE, Ltd.—All types of speedometers and accessories in stock; exchanges; send s.a.s. for quote—895-921, Fulham Rd., S.W.6. Renown 6174. [M1105/R]

"SMITH" Chronometric type, repaired 33/-, exchange unit 39/6, flexible drives for all makes stocked, trade and retail—Auto Tempo Meter Co., 140-2, Kings Cross Rd., London, W.C.1. Terminus 0633. [0231/R]

TANKS, ETC.

PERCE RYE—Petrol tanks; tanks repaired and re-sprayed—495, Fulham Rd., S.W.6. Fulham 5643. [M1199/R]

CLAUDE RYE, Ltd.—Your tank resprayed maker's colours; s.a.s. for quote—895-921, Fulham Rd., London, S.W.6. Renown 6174. [M1105/R]

MALCOLMS, tank specialists; £2/10 stove enamelling and lining, originality guaranteed; all tank reconditioning, 1,000 service tank—Malcolms (Enamellers), Monmore Green, Wolverhampton. [0175/R]

PETROL tanks, repairs, dents removed, chromium plating, enamelling and lining to original finish; 500 reconditioned pressure-tested tanks in stock for immediate exchange for most post-war models; tank leaking? Don't lay up the bike, we loan tanks to hard riders; transfers 2/3 pair, post free; write for free enamelling lists. **JACK NICE**, 129, Grove Rd., Walthamstow, E.17. Coppermill 1920; close to Baker's Arms. [0575/R]

TECHNICAL TRAINING

A.M.I.M.T. City and Guilds A.M.I.Mech. E. etc., on "A" No pass, no fee" terms, over 90% successes; for details of exams and courses in all branches of auto, aero, mechanical eng. etc., write for 144-page handbook free—B.I.E.T. (Dept. 729), 29, Wright's Lane, London, W.8. [0140/R]

TRANSFERS

CLAUDE RYE, Ltd.—Tank transfers, most makes in stock 2/6 pr., post 4d; number plate transfers 2/6 pr., post 4d, Union Jack 4x3in, 2/6 pr., post 4d; fine lining solution with instructions, 1/6 post 4d—895-921, Fulham Rd., London, S.W.6. Renown 6174. [M1105/R]

WATERPROOF COVERS

SHAPED solo covers, brand new ex-Government, in 100s green, red, water and tearproof cotton duck, fitted with red rear reflector, will completely cover largest machine, price 25/-, p. & p. 2/6—H. C. Briggs, 88, Forest Rd., London, E.17. Larkwood 2705. [0179/R]

MOTOR cycle covers, green canvas, complete with reinforced eyelets and ropes, etc., solo 8ft x 6ft 30/6, comb., 9ft x 6ft 48/- with windscreen pocket 12/6 extra, post 4d; 9ft x 6ft with pocket for scooters, 47/- each; shaped scooter covers, £4/10/6; please state make and model when ordering—Henry Brady, The Waterproof Canvas Specialists, 263, Glossop Rd., Sheffield. [0464/R]

WHEELS, TYRES AND TUBES

PRIDE & CLARKE—New and remould tyres; easy terms—158, Stockwell Rd., S.W.19. Brixton 6251. [M1088/R]

GUS KUHN MOTORS

Quality and Service

IMMEDIATE



DELIVERY

NORTON INTERNATIONAL, A.J.S. & MATCHLESS TRIALS AND SCRAMBLER MODELS - TRIUMPH TROPHY MODELS B.S.A. GOLD STARS

275 CLAPHAM ROAD, STOCKWELL, LONDON, S.W.9

TELEPHONE: Brixton 5604-9435

'WESLITE' FAIRINGS

TOURING £7.19.6

SPORTS £7.12.6

LIGHTWEIGHT £7.19.6

Complete with fittings and in makers' colours.



Obtainable from dealers or direct from

WESTPOLE MOTORS LTD.

Glass Reinforced Plastics Division

89 BRAMLEY RD., LONDON, N.14. PAL 8311

ALEX PARKER

MANCHESTER'S MAIN B.S.A. DEALER and SPARES STOCKIST

31-33, Patatine Road, Manchester, 22. WYT 2062.

TANKS!

FOR FULL DETAILS SEE CLASSIFIED COLUMN "TANKS" HEADING
Dents Removed, Enamelling, Lining, Bonding, Chroming and Tank Exchange Service
MALCOLMS (ENAMELLERS)
Monmore Green, Wolverhampton

DANS DANKS

for SPARES & ACCESSORIES of SHEFFIELD
DAN BRADBURY (MOTOR CYCLES) LTD.
224-230 LONDON ROAD, SHEFFIELD 2 - Tel. 5344
AGENTS FOR ALL THE LEADING MAKES

PURE WOOL SWEDISH RED CROSS SLEEPING BAGS



ONLY 18/11

POST ETC. 1/1

These famous sleeping bags, comfortable to use in any weather, are without doubt the finest model ever made and offer them at a cost of less than the wool content! Send for one and see for yourself, on money back guarantee. Only 18/11, post etc. 1/1. Folds up neatly for easy transportation. Full length and width, accommodates any size person. Unisex. Send quickly or callers welcome. LISTS, TENTS, BINOCULARS, WATCHES, MARQUEES, SLEEPING BAGS, ETC.

Quality WHITE DUCK ARMY PATROL TENTS



With FLY-SHEET 15/-

Then 12 monthly payments 20/6

TENT PRICE 20/10. FLY-SHEET 20 EXTRA. 6ft. 9in. long, 6ft. 6in. high, 3ft. walls approx. Genuine proofed white duck, absolutely brand new. Made 100% waterproof by the insertion of the weather-proofed White Duck Fly-sheet at 22 extra. Ready for speedy erection and comes complete with all poles, including ridge pole, pegs, etc., and carrying value. The cash price of 40/10 is complete is ONLY A FRACTION OF ORIGINAL. (NEW) Carriage 7/6. Lists, Tents, Camping Equipment.

SOLID LEATHER BLACK ARMY DESPATCH RIDERS BOOTS



ONLY 25/-

POST ETC. 3/-

NEW. Send 25/- only, plus 3/- post, and handle this boot free on 7 days' approval. The cash price plus return postage will be instantly refunded if you do not find them worth 26/6/- at least. Take them to your boot dealer for instant valuation. Full chrome leather of the finest quality, calf leather. The soles and heels are of the finest HEAVY LEATHER we have ever seen, sewn, pegged and riveted. By best makers in country, every pair bearing maker's name which cannot be polished. Unisex. Ideal for Cyclists, Outdoor Workers, Farmers, Fishing, etc. Ideal Jackboots. Sizes 5 to 12. E.A.P. KAPOK Boot Suits, sizes 32 to 40, 21/-, post 2/6, 42 to 46, 5/- extra.

GREAT HALF PRICE OFFER! "Matahari" FOLDING CAMP BEDS



CASH PRICE 37/6

Makes Camping Holidays a Joy!

MAJOR NEW. These famous lightweight tremendously strong beds fold to practically nothing in size for dead easy transport. Full 6ft. length and normal width. This Camp Bed represents the finest Camping bargain ever. Half the price of other types. Made of lightweight rustless spring steel. Will last for years and is also ideal as occasional bed for visitors. Makes up like divan. Cash price 37/6, post, etc., 3/-, 3 or more post free. Lists, Tents, Term.

NEW! NEW! NEW! ONLY 12/11 POST ETC. REAL PROOFED GABERDINE



What a sensational offer—now waterproof Flying Suits in original sealed canvas, manufactured and dated by Gork 1956. Each item cost over £2 to make but because of enormous purchases by Tender we offer them Flying Suits made of real gaberdine for only 12/11, plus 3/6 p. & p. Sizes 34 to 40. Sizes 42 to 46, 3/6 extra. Beautifully made, completely proofed with canvas collar. Lists, Clothing, Footwear, etc.

HEADQUARTER & GENERAL SUPPLIES LTD.
(Dept. MC/96) 196/200 Coldharbour Lane, Lambhore Jct., London, S.E.5. Open Sat. Wed. 1 p.m.

WHEELS, TYRES AND TUBES

WE stock every size remould, part-worn tyres for car, lorry, tractor and motor cycle. EASY payment terms available on new and remoulds; send us your requirements. We will quote you by post. NO charge for fitting. Open 8.30 a.m.-6 p.m. weekdays 10 a.m.-1 p.m. Sundays (Tooting Depot only). **TOOTING TYRE SERVICE, Ltd.**, 648-656 & 660A, Garratt Lane, Tooting, S.W.17 and 27, Greenwich South St., S.E.10. Tel. Wimbledon 8711-2. Green-ich 5198. [0233/R]

PERCE RYE.—Hundreds of S/H wheels. Open Sun- days 10-1.-495, Fulham Rd., S.W.6. Fulham 5643. [M1199/R]

WHEEL REPAIRS

WIRE wheels repaired and rebuilt, stove enamelled; chrome plate, etc.—West London Repair Co., Ltd., 59, High St., Wimbledon 6316-7. [0153/R]

ELEANOR MOTORS.—Wire and pressed wheels re- built and retuned, new rims, etc.; 24-hour service. —269, Mare St., Hackney, E.8. Amherst 5923. 1s. Holloway Arcade (Nags Head), N.7. North 2137. [0247]

SITUATIONS VACANT

MECHANICS wanted

SPECIAL opportunities for reliable fitter; urgent.—George Grose, Ltd., Ludgate Circus, E.C.4. [0177]

MOTOR cycle mechanics wanted, over trade union rate and bonus paid; replies treated in the strictest confidence.—Apply, Box 5703. [7597]

KEEN young motor cyclists required as assistants. Good prospects; highest references essential.—George Grose, Ltd., Ludgate Circus, E.C.4. [7594]

EXPERIENCED Counter Assistant required. Good knowledge of leading make. Flat available for the right man. Write in first instance to O'Neill Bros., Ltd., 270-272, The Broadway, N.W.9. [M1179]

MOTOR cycle spars, accessories and clothing sales- men required immediately, owing to rapid increase in our new stores department turnover; good salary, commission and conditions offered to experienced men. L507.

MOTOR cycle workshop charge hand for responsible position; good salary and conditions to properly experienced man.

WRITE, phone or call: Depot Manager, Glanfield Lawrence (Highbury), Ltd., Reliant House, 28-32, Highbury Corner, N.5. Tel. North 2791. [M1191]

SKILLED motor cycle mechanics urgently required; highest rates, good conditions.—Apply Manager, E. S. Longstaff, Ltd., 68, New Rd., Edmonton, N.9. Edmonton 6163. [M1079]

EXPERIENCED Counter Assistant required. Good knowledge of leading makes. Flat available for the right man. Write in first instance to O'Neill Bros., Ltd., 270-272, The Broadway, N.W.9. [M1179/1]

ERIC OLIVER MOTORCYCLES, Ltd., require fully experienced motor cycle salesman, over 30; salary and commission.—Apply by letter in strict confidence, with full details of present and past experience, to Eric Oliver, 99, London Rd., Staines, Middlesex. [7618]

SPARES Counter Assistants required, permanent situations, good salary, bonus, pension scheme, part time applicants considered, applications treated in confidence: Apply, Secretary, Claude Rye, Ltd., 899, Fulham Road, S.W.6. [M1105]

STORES Manager for motor scooter spars and acces- sories with intimate knowledge of buying, stocking, retailing and works issue; free hand given to really good man, first-class salary and financial incentive related to results.—Write in confidence with full details of experience, etc., to Box 5097. [7392]

MOTOR Scooter buyer required by well-known agent, must be experienced and have thorough knowledge of machines and values, be prepared to travel, excellent salary and prospects; write with full details of present and past experience in strict confidence to John Cubbon, London Scooters Ltd., 300, Rutland Rd. East, Greenford, Middlesex. [7620]

AN opportunity occurs for a young man interested in motor racing to train as a racing mechanic; must have a first-class practical engineering training, preferably with Cooper/Norton experience, and be prepared to work long hours and travel with the car to all race meetings in England or abroad.—Reply in first instance, in writing to J. R. Lewis, Rodborough Crest, Rodborough, Stroud, Glos. [7535]

AGENTS WANTED

WANTED, agent or partner for distributing miners' and crash helmets.—Box 5731. [7615]

BUSINESS AND PROPERTY

DEVON Market Town, old-established motor cycle and cycle business, excellent freehold premises, flat over, additional large workshop can be rented (if re- quired); price £7,500, s.a.v. about £2,000.—R. B. Tay- lor & Sons, Estate Agents, Yeovil. [7604]

BOOKS

GLASS Fibre know-how 24p. Illustrated booklet on using glass fibre for car, boat moulds construction, car building, etc., repairing rusted bodywork, etc., materials required and prices; 3/- post free.—Dept. 2, Bondglass, Ltd., 55, South End, Croydon, Surrey. [7456]

SOFT "THE BLACK FLASH" SHINY Real Chrome LEATHER JACKET in black with Camel fleece lining.



A smart, fashionable garment tailored by craftsmen in finest chrome hide, fitted with large REAL SHEEP- SKIN COLLAR, white trimmings and zip pockets as illustrated. P. & P. 3/-. **£6.15.0**

AT CRAZY LOW PRICE New release of Ex-W.D. D.R. COATS

In heavy waterproof super hard- wearing double texture twill to twill material with leg straps and original bottom and side studs, as illustrated. Not new but in excellent condition. **39/6** P. & P. 4/-



UNREPEATABLE BARGAIN ROYAL NAVY 2-PIECE WATERPROOF SUITS
An ideal garment for Flying, Scooter, or Motor Bike. Made in blue/grey Venable Cloth (the waterproof cloth that breathes) of the highest specification, fully self-lined, with zip and flap, four spacious stud pockets and zip-in hood. Will wear for years and years. Worth £20. Not new but in Grade I condition. State series. P. & P. 3/6. **59/11**

U.S.A. ANARAKS

In olive green and fawn superior quality waterproof gaberdine. Brand **32/6** Grade I **22/6** P. & P. new 2/3.

U.S.A. ANARAK TROUSERS

of similar material. Not new but in excellent condition. **11/6** P. & P. 1/-



THE REAL MACKAY !! Genuine U.S.A. FIELD JACKETS
With 4 large pockets and drawstring. In superlatively proofed close-weave Olive Green material, free from condensation, fully lined. State size. Grade I **23/6** Grade II **22/6** P. & P. 2/3.

EX-U.S.A. "PONCHO" Cape-Groundsheet

In waterproof nylon, can be used as waterproof cape or large ground- sheet. Adjustable with studs. Brand new **17/6** Grade I **12/6** P. & P. 2/-



HALF-PRICE OFFER !!! Release of Ex-W.D. BRAND NEW SUBMARINE TROUSERS
In the famous waxproofed dark Olive Green waterproof cloth reinforced at seat and knees. Fully lined, well known to all trial motor cyclists. P. & P. 2/9. **59/11**

THE CAMPER'S DREAM !!! Genuine ex-W.D. Fully Waterproof Kapok filled SLEEPING SUITS
Made to the highest specifications to insulate user from all weather conditions with fully waterproof outer, fitted with zip. No Tent or Ground sheet necessary. Weight approx. 6lb. only. Post 3/-. **69/11**



Cash, Cheque or P.O. with order. C.O.D. 1/- extra. Satisfaction or money refunded. **NORTHERN MAIL ORDER CO.** (Dept. C.M. 338) 152 LEITH WALK, EDINBURGH, 6

HIRE PURCHASE FINANCE

for PRIVATE TRANSACTIONS, Existing Accounts settled. Also finance to ESTABLISHED DEALERS. Attractive Terms. Prompt Settlements.

LEGAL FINANCE CO. LTD.

3 Marlborough Place, Brighton. Tel. 22115

BOOKS

"AUTOMOBILE Chassis Design." 2nd Edition. By A. R. Dean-Ayres. A textbook on the fundamentals and technique of design for heavy and light vehicles. This greatly enlarged edition covers all the main components of an automobile apart from the prime mover. New chapters discuss the techniques of independent suspension and chassis construction, and there is a great deal of new material on methods of stress measurement, anti-corrosive treatment of metals, road spring design and streamlining. 30/- net from all booksellers. By post 31/4 from Illife & Sons Ltd., Dorset House, Stamford St., London, S.E.1.

BUTLER MOULDED LAMINATES

128 SANDRINGHAM ROAD LONDON, E.8

Send S.A.E. for full details.

WindsLow (illus.) 105/- complete



Norton SPARES
ALL PARTS 1937 TO DATE
CASH OR C.O.D. BY RETURN

Barbour Suits

S.E. ENGLAND DISTRIBUTORS

Immediate despatch
£10-17-6 plus 2/6 postage & packing

Taylor Matterson

74/85, BEDFORD HILL, BALHAM, S.W.12. BALHAM 4201-2

NEW TYRES

Sizes up to 3.25 x 19

5/-
DOWN

and 5/- weekly

Don't take risks. Replace those worn tyres NOW! New tyres are safer. And a new tyre deserves a new tube (1/- down and weekly). Please state second choice of make Dunlop, Firestone, Goodyear. We send anywhere. For quick delivery just send 5/- down, state size and type, give your age and PRINT your name and address.

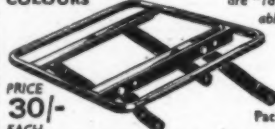
(We also sell ALL other sizes on easy terms. For quickness write NOW enclosing a deposit)

G. A. TYRES

(M4A), 42 GT. CAMBRIDGE ROAD, LONDON, N.17

REAR LUGGAGE GRID

STOVE ENAMELLED IN BLACK AND MOST POPULAR MAKERS' COLOURS



PRICE 30/- EACH

Write for Catalogue. Obtainable from most dealers

The ELGAR SHEET METAL WORKS Ltd.
NIGHTINGALE ROAD, LONDON, N.W.10

Telephone: ELGAR 6867

RED LTD FEARNLEY

742 LEA BRIDGE ROAD, LEYTON, E.17
MANCHESTER
692/4 ASHTON OLD ROAD, OPENSRAW, 11

IMPORTANT VEHICLE SALE
of the Order By E. R. Minister of Supply

Approximately 3,100 MOTOR VEHICLES, MOBILE ENGINEERS EQUIPMENT, TRAILERS and 250 SOLO MOTOR CYCLES

By Aerial, B.S.A., James, Norton, Matchless and Triumph also SALOONS AND ESTATE CARS, JEEPS AND LAND-ROVERS, UTILITIES, DIESEL TRUCKS, REPUR- LERS AND VANS, MOBILE CRANES, TRACTORS, EXCAVATORS, MOBILE WORKSHOPS, BATTERIES AND SERVICING KITS, ETC.

To be sold by Auction at M.O.S. STORAGE DEPOT RUDDINGTON, near NOTTINGHAM, by WALKER, WALTON & HANSON

in association with Turner, Fletcher & Essex and Richardson & Lane on MONDAY, TUESDAY, WEDNESDAY, THURSDAY and FRIDAY

12th, 13th, 14th, 15th and 16th MAY, 1951 at 10.30 a.m. each day

ON VIEW: At all Depots, 5th to 9th and 12th to 15th May—9 a.m. to 4.30 p.m. On Sale Days (Ruddington Depot only) 8.30 a.m. to 10 a.m.

CATALOGUES: Price 1/- (P.O.s only) may be obtained from the Auctioneer's Offices, Dept. 25, Byard Lane, Nottingham. Tel. Nottingham 47271 (7 lines)

PANKHURST OF HAMMERSMITH

For your JAMES

314 KING STREET, W.6

Phone: RIVERSIDE 1401

AMBASSADOR, 1955 197 c.c., w/crom, 4/week 60 gns.
B.S.A., 1949, 125 c.c., re-con. engine. Bargain 40 gns.
B.S.A., 1953, 250 c.c., and single-str. sal. s/car. Perfect 70 gns.
B.S.A., 1955, 250 c.c., springer, spoolins, diesel 695
HENDRAL, 1957, 49 c.c., 1 owner, immaculate cond. 245
SUN, 1957, 89 c.c., 1/2h/leids, diesel, unscratched, as new 90 gns.
NORTON, 16 H, and sports single-str. s/clear. Good outfit 50 gns.
VESPA 1955, and box s/clear, all green, lovely outfit 1255
CHOICE OF 6 OTHER VESPAS FROM 50 gns.

Write for further details NOW.
WANTED !! Good 350 or 500 c.c. Sales for CASH
J. AUSTIN & SONS LTD.

120-125 High St., Harelesden, N.W.10 ELGAR 9747

THE Velocette SPECIALISTS

L. STEVENS LTD.

147, 149, 151 GOLDHAWK ROAD W.12. SWE 1154

INVINCIBLE POLICIES

MOTOR CYCLE INSURANCE Policies for 2, 3, 4, 6 or 12 months Immediate Cover from branches at: Birmingham, Black-pool, Bristol, Canterbury, Cardiff, Coventry, Croydon, Darby, Hull, Kingston-on-Thames, Leatherhead, Leeds, Leicester, Liverpool, Manchester, Newcastle, Nottingham, Plymouth, Portsmouth, Romford, Southampton, Swansea, Watford, Wolverhampton. INVINCIBLE POLICIES LTD., 1 Whittington Ave, London, E.C.3. M.A. 1948 II or 1951

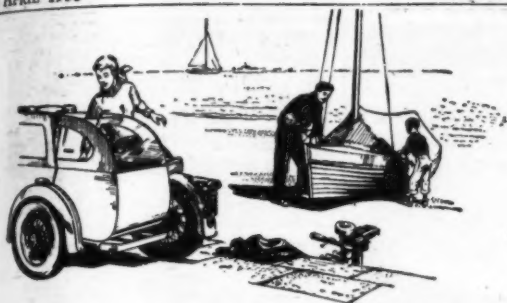
THE LUXOR 14
IMPROVED MODEL SAFETY GLASS GOGGLES
Fitted with your prescription lenses (tinted or clear)
POST FREE 110/-
Without Prescription lenses £2 15 0
for Ideal Goggles
All Services
E. B. MEYROWITZ LTD
1a Old Bond St. or 157 Regent St. London, W.1.

A garage for the motor cycle & 3-wheeler enthusiast from



Excellent Value, strongly built from best imported soft-wood framing, asbestos covered. Timbered T. & G. doors, ledged and braced. Building sectional — easily erected or dismantled. £26/15/- or 167/- deposit and 24 monthly payments of 23/2. YOU cannot afford to miss this amazing offer. FREE illustrated catalogue on Garages, Sheds, Workshops, etc., from:

Calvert A. CALVERT & SONS, LTD. Dept. 236, 27, Market Place, Tel. 4051 HETWOOD near MANCHESTER



Endless Fun



BRITISH SEAGULL

"The best Outboard Motor for the World"

THE BRITISH SEAGULL COMPANY LIMITED, FLEETS BRIDGE, POOLE, DORSET. TEL: POOLE 1651

MOTOR CYCLE AND SCOOTER SPARES STOCKISTS

Mail order or C.O.D. by Return


B.S.A.	EXPRESS	PANTHER	TRIUMPH	VILLIERS
MANCHESTER Alex Parker, 11-12 Palestine Road, Northenden. Phone: Wythenshawe 2002	LONDON, E.C.2 STUART & PAYNE LTD., 4, Broad Street Place. Phone: LONDON Wall 3145	LEWISHAM, S.E.13 Jolly & Knott, 23, Loampit Hill. Phone: Tideway 4261	LONDON, W.6 F. Freeman (Hammersmith), Ltd., 98, 94, 95, Hammersmith Bridge Rd. Phone: Riverside 2267	LEICESTER Bruce Lewin, Ltd., 17, Harborough Road. Phone: 9290
DOUGLAS VESPA	LAMBRETTA	PEUGEOT	ROYAL ENFIELD	
MORDEN, Surrey Leda Scooters, 11, Morden Court Parade. Phone: Mitcham 4406	MORDEN, Surrey Leda Scooters, 11, Morden Court Parade. Phone: Mitcham 4406	MORDEN, Surrey Leda Scooters, 11, Morden Court Parade. Phone: Mitcham 4406	CHISWICK, W.4 E. S. Motors, Ltd., 209-217, 281-286, High Road. Phone: Chiswick 2348	

Photo-quiz (AND ONE ANSWER!)

problem 5 | on outdoor lighting

What precautions must be taken when photographing against strong sunlight?

Answer: Make sure that the lens is absolutely clean, and shade it from the sun if possible.

... But under these conditions, should you increase or decrease your exposure? And by how much? What is the best kind of lighting for photographing a group of people in the open air? You're faced with a whole crop of lighting problems when you take your camera out of doors. And the best way to find the answers—to these and *all* your photographic problems is by reading **AMATEUR PHOTOGRAPHER** regularly. For beginner and expert alike, it's informative, practical and wholly enjoyable. Every Wednesday, newsagents, 1s. 3d.

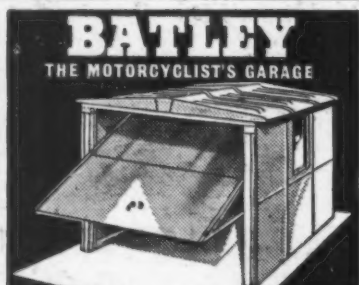


NEXT WEEK'S SPECIAL FEATURES INCLUDE:

"Italian Gallery", by Renato Fioavanti; "Fashion", by the famous fashion photographer, David Olins; and an article by George Pringle which will interest all programme secretaries.

Amateur PHOTOGRAPHER

the journal for everyone with a camera



WITH EXCLUSIVE ROOF DESIGN

An easy to erect portable concrete garage, which can be extended at any time to take a motor car. No foundation required. Available with hinged or 'Up & Over' Doors. No maintenance required. Attractive deferred terms available.

5 YEARS FREE FIRE INSURANCE

Write for FREE Brochure to:

ERNEST BATLEY LTD., 57 Colledge Road
Holbrooks, Coventry. Telephone: 89245/6

8' 4" x 8' 3"
£41

For Comfort & Improved Appearance



£7.10.0

- ★ Superbly made in Matching Colours.
 - ★ Laminated Fibre Glass.
 - ★ Fitted easily in ten minutes.
- From All leading Motor Cycle Agents.
A.M.L. Birmingham 17, Wholesale only.



HERTFORDSHIRE'S LEADING MOTORCYCLE SPECIALISTS FOR

A.J.S., Ambassador, Ariel, Francis Barnett, Norman, Norton, Panther, Triumph, Velocette, Zundapp.



Immediate delivery from stock on the easiest of terms, H.P. & deposit, part exchanges, insurance, Unemployment, accident and sickness benefits, free driving tuition. Large stock used, guaranteed machines.

39, LONDON ROAD, ST. ALBANS
St. Albans 54474 — Open 9 a.m. to 7 p.m.
60-62, SHENLEY RD., BOREHAMWOOD
Elstree 2662 — Open 9 a.m. to 7 p.m.

FORKS & FRAMES
#ALSO GIRDERS FORKS
To be repaired by
Fork Specialists, (Refraction correct)

PERCIVAL BROS. & WEBB LTD.
183-184, CATTULL RD., B.HAM.9

FOR SERVICE & SATISFACTION



103 HILL ROAD, SOUTH WOODHEAD
and 63 NEW ROAD, EDMONTON, N.11

EDM 9183

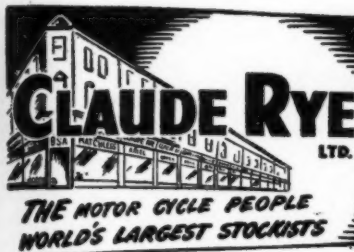
INSURANCE REPAIR SPECIALISTS
24 HOUR SERVICE



JA Lock LTD
48 FORE STREET
EDMONTON, N.11
EDMONTON 5267

INDEX TO ADVERTISEMENTS

	PAGE		PAGE		PAGE
Accessories (Midland), Ltd.	59	Francis, A.	22	Naylor & Root, Ltd.	36
"Amateur Photographer"	58	Frith, Freddie, Ltd.	22	Northern Mail Order Co.	56
Attfield Motor Cycles	21	G. A. Tyres	57	Norton Motors, Ltd.	Cover i
Austin, J., & Son, Ltd.	57	Glanfield Lawrence, Ltd.	20 & 40	Owen's St. Bruno	7
Aviakit Products	23	Godfrey's, Ltd.	20	Owen Bros.	45
Avon India Rubber Co., Ltd.	15	Goodyear Tyre & Rubber Co. (Gt. Britain), Ltd.	Cover iv	Pankhurst of Hammersmith	57
Barbour, J., & Sons, Ltd.	21	Gre-Solvent Co.	4	Parker, Alex	35
Batley, Ernest, Ltd.	59	Grose, George, Ltd.	47	Pass & Joyce, Ltd. (Isetta)	5
Beauchamp Motors	22	Grose, James, Ltd.	5	Patent Pulp Mfg. Co., Ltd.	6
Blays	22	H. & L. Motors, Ltd.	39	Percival Bros. & Webb, Ltd.	59
Bradbury, Dan (Motor Cycles), Ltd.	55	Headquarters & General Supplies, Ltd.	56	Pride & Clarke, Ltd.	26, 27, 28, 29, 30, 49, 50, 51 & 52
British Seagull Engine Co., Ltd., The	55	H.J.S. Manufacturing Co., Ltd.	23	Pugh, Karl	22
Brown, N. C., Ltd.	22	Hoe St. Garage, Ltd.	22	Puimey Autos, Ltd.	21
Bryants	9	Horsmans	21	Quadrant Supply Co.	35
B.S.A. Motor Cycles, Ltd.	Cover ii	Humming Bird Motor Cycles of St. Albans	59	Rye, Claude, Ltd.	Cover iii, 41, 42, 54
Burgess Products Co., Ltd.	57	Invincible Policies, Ltd.	57	Romac Industries, Ltd.	7
Burman & Sons, Ltd.	23	John Bull Rubber Co., Ltd.	4	Saunders, H. A., Ltd.	21
Butler Moulded Laminates	57	Jordana of Hull	44	Shell & B.P., Ltd.	34
Calvert, A., & Sons, Ltd.	57	Joy, Ed., & Sons, Ltd.	24	Slazengers, Ltd.	4
Camden Motor Cycles	43	Kings Motors (Oxford), Ltd.	25	Smith, Reginald (Motor Cycles), Ltd.	48
Central Motor Cycle & Cycle	21	Kuhn, Gus, Motors	55	Stadium, Ltd.	2
Clark, F. W.	22	Legal Finance Co., Ltd.	57	Stevens, L., Ltd.	57
Clarke, George, Motors, Ltd.	31, 33 & 35	Lewis, D., Ltd.	1	Surtees, John	22
Collins, W. H. & Son	34	Lock, J. A., Ltd.	59	Taylor Matterson, Ltd.	46 & 57
Cornford's, Ltd.	19	Longstaff, E. S., Ltd.	59	Two Strokes, Ltd.	47
Compton, J., Sons & Webb, Ltd.	55	Lycett Saddles	2	Vero, Everitt W., & Co., Ltd.	21
Continental Tyre Sales	46	Malcolms (Enamellers)	55	Vidgens Garage	21
Cope's	12	Marble Arch Motor Supplies, Ltd.	23 & 24	Villiers Eng. Co., Ltd., The	17
Courtalds, Ltd.	53	Matchless Dealers	21, 22	Wakefield, C. C. & Co., Ltd.	19
Cowie, T., Ltd.	53	Metal & Plastic Compacts, Ltd.	Cover ii	Walker, Walton & Hanson	57
Deaprose Bros.	21	Meyrowitz, E. B., Ltd.	57	Watson Cairns, Ltd.	22
Dunlop Rubber Co., Ltd.	13	Mitchell Erskine	22	Watsonian Sidecars, Ltd.	2
Dunns Garages, Ltd.	22 & 52	Mitchell Bros., Ltd.	6	Way, Raymond, Motors, Ltd.	44 & 48
Elgar Sheet Metal Works, Ltd., The	37 & 38	Mobil Oil Co., Ltd.	16	Westpole Motors, Ltd.	55
Elite Motors (Tooling), Ltd.	11	Morgan, Cyril, Motors, Ltd.	22	Whitbys of Acton, Ltd.	33
Enfield Cycle Co., Ltd., The	45	Motokov	3	Whittaker's Motor Stores	6 & 23
E.S. Motors, Ltd.	18	Motor Imports Company, Ltd.	6	Wing-Pacy Sales Corp.	53
Esso Petroleum Co., Ltd.	57	M.P.H.W. Sales, Ltd.	45	Young's Motor Stores	53
Fearnley, Fred, Ltd.	8	Munday, T. C., & Co., Ltd.	53		
Firestone Rubber Co., Ltd.	24				
"Foundations of Wireless"	22				
Powers of Bristol	24				



BARGAIN
OF THE
WEEK

BRAND NEW 1958
CANTERBURY
AVENGER Mk. 2 DOUBLE ADULT SALOON BODY
FITTED TO 1951 500 c.c. SPEED TWIN

TRIUMPH

ONLY £145.10.0 COMPLETE

TERMS 1/3rd DEPOSIT. 24 MONTHS TO PAY.
3 MONTHS' GUARANTEE.

ALWAYS OVER 1,000 USED MOTORCYCLE BARGAINS IN STOCK

Every machine in our list apart from being in tip-top condition is £££ below actual value and every machine at £50 and over is backed by our 3 months' guarantee. You can order by post in absolute confidence. We have sold over 50,000 Motor Cycles to postal customers all over the country and only by giving 100 per cent. satisfaction has this been achieved. Send £5 to reserve your choice or build up your deposit by sending us weekly or monthly payments. Terms: 1/3rd deposit. 24 months to pay. 10 minutes' Ride-away Service to callers. 24-hour Postal Service. Cover against accident, sickness and unemployment arranged. Free driving tuition. EXCHANGES. WRITE TODAY FOR OUR MARVELLOUS NEW LIST OF USED MOTORCYCLE BARGAINS.

BOLOS		Cash Price
A.J.S. '48, 350 O.H.V. teles, pillon, bargain.....		£55 10
A.J.S. '52, 350, s/arm, d/seal, attractive.....		£69 10
A.J.S. '55, 350, s/arm, d/seal, nice condition.....		£129 10
A.J.S. '54/5, 500 O.H.V., s/arm, d/seal, attractive.....		£129 10
A.J.S. '55, 500 Twin, s/arm, d/seal etc.....		£135 10
A.J.S. '56/7, 350 O.H.V., s/arm, d/seal, nice condition.....		£119 10
AMBASSADOR '55, 197, speedo, d/seal, nice cond.....		£39 10
ARIEL '48, 350 O.H.V. teles, d/seal, bargain.....		£49 10
ARIEL '49, 500 Twin, teles, d/seal, snip.....		£69 10
ARIEL '55, 500 Coh, s/frame, d/seal, etc.....		£89 10
ARIEL '52, 500 Twin, s/frame, d/seal, attractive.....		£99 10
ARIEL '53, 350 Red Hunter, s/frame, d/seal, bargain.....		£109 10
ARIEL '55, 500 Red Hunter, s/frame, d/seal etc.....		£109 10
ARIEL '54, 350, s/arm, d/seal, l/ishield, attractive.....		£125 10
ARIEL '55/6, 350, s/arm, d/seal, screen, bargain.....		£135 10
ARIEL '56, 350 KH Twin, swinging arm, nice cond.....		£175 10
ARIEL '56, 1,900, 4 port, 84, 1 owner, nice cond.....		£219 10
B.M.W. '55, 350, screen, l/ishield, plin, etc.....		£29 10
B.S.A. '50, 125 Bandam, teles, pillon, taxed.....		£35 10
B.S.A. '47, 500 O.H.V., d/seal, real snip.....		£19 10
B.S.A. '54, 150 Major, s/frame, d/seal, l/ishield.....		£59 10
B.S.A. '52, 250 O.H.V., s/frame, d/seal, attractive.....		£85 10
B.S.A. '55, 125, s/frame, l/ishield, taxed Dec.....		£65 10
B.S.A. '50, 500 O.H.V., s/frame, d/seal, attractive.....		£85 10
B.S.A. '55, 150, Major, s/frame, d/seal etc.....		£89 10
B.S.A. '51/2, 500 O.H.V., s/frame, screen, etc.....		£79 10
B.S.A. '53, 250 O.H.V., s/frame, 4 speed, d/seal.....		£79 10
B.S.A. '55, 250 O.H.V., d/seal, s/frame, l/ishield.....		£92 10
B.S.A. '55, 250 O.H.V., d/seal, s/frame, l/ishield.....		£95 10
B.S.A. '53, 250 O.H.V., s/frame, teles, d/seal.....		£99 10
B.S.A. '53, 500 Star Twin, s/frame, d/seal, really nice.....		£119 10
B.S.A. '54, 350, s/frame, d/seal, most attractive.....		£119 10
B.S.A. '56, 250 O.H.V., s/arm, d/seal, attractive.....		£119 10
B.S.A. '52, 500 Golden Flash, d/seal, s/frame etc.....		£119 10
B.S.A. '54, 500 O.H.V., s/arm, d/seal.....		£129 10
B.S.A. '55, 450 G/Flash, s/frame, d/seal, really nice.....		£129 10
B.S.A. '55, 350 B31, s/arm, attractive bargain.....		£139 10
B.S.A. '54, 650 A10, s/arm, d/seal, attractive.....		£149 10
B.S.A. '56, 650 Golden Flash, s/arm, d/seal etc.....		£159 10
B.S.A. '57, 500 B31, s/arm, d/seal, as new.....		£179 10
DOUGLAS '51, Mark 3, d/seal, blue and chrome.....		£89 10
DOUGLAS '57, 350 Dragonfly, dual seat, attractive.....		£139 10
ENFIELD '51, 350 O.H.V., teles, pillon, bargain.....		£59 10
ENFIELD '52, 500 O.H.V., teles, d/seal, really nice.....		£69 10
ENFIELD '56, 150, s/arm, d/seal, low mileage, super.....		£89 10
ENFIELD '57, 150 Ensign, s/frame, d/seal, as new.....		£85 10
ENFIELD '55, 500 Twin, s/frame, d/seal, bargain.....		£99 10
ENFIELD '52, 500 Twin, s/frame, d/seal.....		£99 10
ENFIELD '54, 350 Bullet, s/arm, d/seal etc.....		£119 10
ENFIELD '56, 350 Clipper, s/arm, d/seal etc.....		£129 10
ENFIELD '55, 350 Bullet, s/frame, d/seal, etc.....		£129 10
ENFIELD '56, 350 Bullet, s/arm, d/seal etc.....		£149 10
EXCELSIOR '54, 95 Consort, speedo, snip.....		£35 10
EXCELSIOR '52, 197, s/arm, d/seal, l/ishield etc.....		£49 10
EXCELSIOR '57, 250 Sports Twin, only 1,000 miles.....		£89 10
P. BARNETT '56, 150, s/arm, plin, pannier etc.....		£79 10
P. BARNETT '55, 225 Cruiser, swinging arm, attractive.....		£95 10
P. BARNETT '56, 197, s/arm, l/ishield, panniers.....		£105 10
P. & M. '56, 250 S.V. teles, d/seal, taxed December.....		£89 10
JAMES '52, 197, teles, speedo, reliable snip.....		£45 10
JAMES '56/7, 98 c.c. Comet, 1 owner, excellent cond.....		£69 10
JAMES '55, 197, s/arm, d/seal, screen.....		£55 10
JAMES '57, 197, s/arm, d/seal, taxed December.....		£115 10
MATCHLESS '51, 350 O.H.V. teles, d/seal, nice cond.....		£89 10
MATCHLESS '51, 500 O.H.V., s/arm, d/seal, c/bars.....		£99 10
MATCHLESS '51, 500 Twin, s/arm, d/seal, bargain.....		£109 10
MATCHLESS '53, 500 O.H.V., s/arm, d/seal etc.....		£115 10
MATCHLESS '53, 350, d/seal, screen, s/arm etc.....		£115 10
MATCHLESS '55, 500 G808, s/arm, really nice.....		£139 10
MATCHLESS '55, 500 G9 Twin, nice condition.....		£169 10
MATCHLESS '57, 350 O.H.V., 1 owner, 3,000 miles, super.....		£129 10
MATCHLESS '56, 500 G9, c/bars, really attractive.....		£195 10
NORTON '55, 500 E82, s/arm, l/ishield, ex. cond.....		£165 10
NORTON '56, 500, Model 56, s/arm, ex. condition.....		£189 10
NORTON '56, 500 Model 88 Twin, nice condition.....		£199 10
NORTON '58, 600 Model 99, black finish.....		£265 10
P. & M. '56, 250 s/arm, d/seal, as new.....		£155 10
SUNBEAM '52, 500 88 Twin, d/seal, s/arm condition.....		£95 10
SUNBEAM '52, 500 88 Twin, d/seal, s/arm condition.....		£119 10
TRIUMPH '46, 350 Twin, d/seal, taxed.....		£32 10
TRIUMPH '54, 150 Torrier, s/frame, d/seal etc.....		£75 10
TRIUMPH '55, 200 Coh, s/frame, d/seal, attractive.....		£99 10
TRIUMPH '51, 650 Thunderbird, s/hub, d/seal.....		£99 10
TRIUMPH '56, 350 Coh, s/frame, d/seal, super.....		£105 10
TRIUMPH '52, 500 Speed Twin, s/hub, d/seal.....		£109 10
TRIUMPH '55, 500 100 c.c. Thunderbird, s/hub, d/seal.....		£125 10
TRIUMPH '56, 500 Twin, s/arm, c/bars, panniers.....		£185 10

MARVELLOUS OFFER BRAND NEW TWIN "CORNET"

197 c.c. TWIN PISTON 2-STROKE

- ★ ELECTRIC SELF-STARTER.
- ★ SIX MONTHS' GUARANTEE.
- ★ 500-MILE FREE SERVICE.
- ★ FREE DEMONSTRATION.
- ★ IMMEDIATE DELIVERY.
- ★ RIDE AWAY IN 10 MINS.



DEPOSIT ONLY

£50

CASH PRICE £149/19/9

TERMS MONTHLY

12 PAYMENTS OF £9/5/-, 18
OF £6/9/6, OR 24 OF £5/1/8
£5 DEPOSIT WILL SECURE

4-speed unit construction gearbox with foot-change and separate lever for neutral selection. 12 volt ELECTRIC STARTER. Swinging arm rear suspension. Twin seats. 19 inch wheels. Thief-proof lock in steering head. Maximum speed 70 m.p.h., normal fuel consumption, 100 m.p.g. Beautifully finished in black and chrome with gold lining.

Magnificently illustrated Maintenance Manual. Full kit of tools.

Tax and insurance arranged on the spot. Exchanges, H.P. Accounts settled. Write for FREE illustrated Leaflet.

IF YOU CANNOT CALL, ORDER BY POST

We will send by passenger train to your nearest station.

LARGE QUANTITY OF SPARES AND ACCESSORIES IN STOCK

Open 9.30 a.m. to 6 p.m. DAILY THURSDAYS 1 p.m.

NEAREST UNDERGROUND STATION, PUTNEY BRIDGE

BUSES 14 and 98 PASS THE DOOR.

COMBINATIONS		Cash Price
VELOCETTE '50, LE Twin, exceptional condition.....		£49 10
VELOCETTE '52, 350 Twin, s/arm, d/seal.....		£55 10
VELOCETTE '55/6, 350 MAC, s/arm, d/seal, taxed.....		£129 10
VELOCETTE '57, 500 Viper, only 4,000 miles, as new.....		£129 10
ZUNDAPF '56, 200 c.c., teles, s/arm, d/seal.....		£119 10
ZUNDAPF '57, 200, pivot front forks, as new.....		£149 10

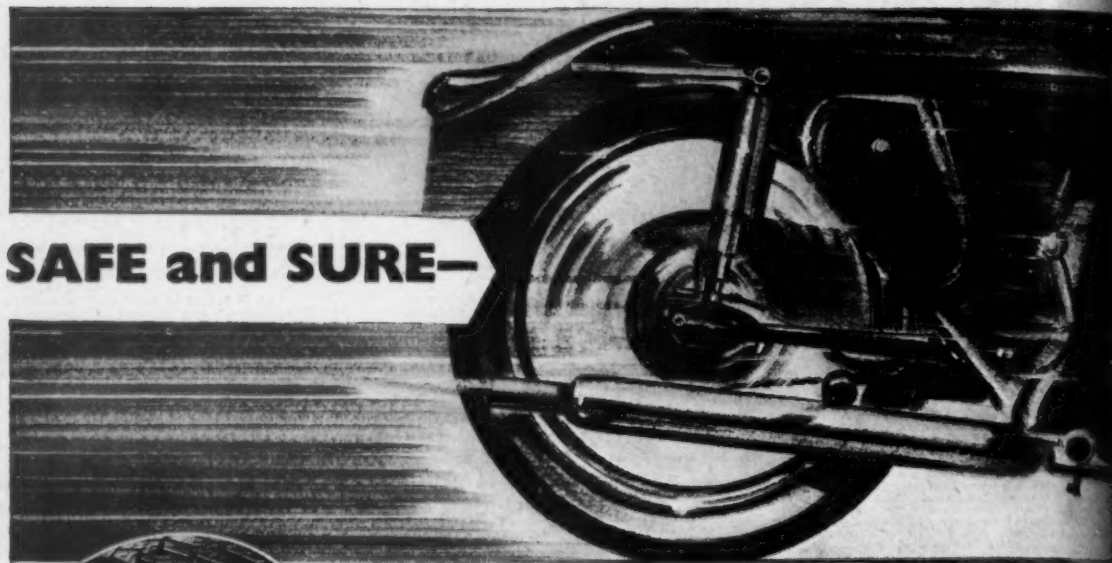
ARIEL '47, 500 O.H.V. teles, pillon etc., attractive 2-seater saloon sidecar, real bargain.....	£75 10
ARIEL '55, 600 S.V., s/arm, d/seal, etc., Bumar Devon 2-seater saloon sidecar, real bargain.....	£199 10
ARIEL '55/6, 650 Huntmaster, s/arm, d/seal, swallow Commodore 2 adult saloon sidecar.....	£219 10
AMBASSADOR '51, 197, teles, speedo, etc., Watsonian Eton saloon sidecar, taxed December.....	£349 10
AMBASSADOR '55/6, 225, s/arm, d/seal etc., Watsonian Windsor sidecar, nice outfit.....	£125 10
A.Z.B. '49, 500 O.H.V. teles, d/seal, attractive, 2-seater saloon sidecar, dependable snip.....	£99 10
B.S.A. '47, 600 S.V. M20 speedo, pillon, swallow Comet 2-seater saloon sidecar, real snip.....	£89 10
B.S.A. '49, 350 O.H.V. teles, d/seal, s/frame, swallow Coupe sidecar, hood etc.....	£89 10
B.S.A. '49, 500 AT Twin, teles, d/seal, B.S.A. Sports Coupe sidecar, real bargain.....	£89 10
B.S.A. '54, 250 O.H.V. teles, s/frame, d/seal, l/ishield, Watsonian Windsor sidecar, taxed.....	£109 10
B.S.A. '55/6, 500 O.H.V., s/frame, d/seal, l/ishield, Canterbury 2-seater, saloon, s/chassis and brake.....	£189 10
ENFIELD '48, 500 O.H.V. teles, pillon, 1205 swallow Comet 2-seater saloon sidecar.....	£99 10
NORTON '48, 500 O.H.V. E82, teles, spring frame, Sports Coupe sidecar, real bargain.....	£79 10
P. & M. '53, 600 O.H.V. teles, d/seal, l/ishield, Garrard 880 de luxe, in matching colours.....	£199 10
P. & M. '55, 600 Redwing, s/arm, d/seal, Surrey 2-seater saloon sidecar, really nice.....	£199 10
TRIUMPH '54/5, 650 Thunderbird, s/hub, d/seal, Watsonian Avon in blue to match.....	£199 10

SCOOTERS, MOPEDS, 3 WHEELERS AND CARS		Cash Price
A.C. '57/8, 350, 1 owner, only 1,500 ms., taxed.....		£325 10
BELLA '57, 150 self starter, screen, as new.....		£155 10
BELLA '56, 200, d/seal, self starter, attractive.....		£175 10
BELLA '57, 200 self starter, screen, immaculate cond.....		£175 10
BERINI '56, 50 c.c., 2 speeds, carrier etc.....		£29 10
BINEITA '57, 50 c.c., 2 speeds, spring frame, speedo.....		£49 10
B.S.A. '57, 70 c.c. Dandy, 1 owner, low mileage.....		£59 10
DAYTON '57, 228 Albion, really nice condition.....		£165 10
GOGGOMOBIL '57, 253 Twin, spare wheel, as new.....		£499 10
GORDON '55, 197, 4 speeds, self starter, etc.....		£149 10
HEINKEL '57, 175 saloon, heater, spare wheel etc.....		£329 10
IBETTA '57/8, 1 owner, only 700 miles, perfect.....		£339 10
KIEFT '56, 200, self starter, spare wheel, 2,000 miles.....		£169 10
LAMBRETTA '54, 125, pillon, carrier, screen, condition.....		£59 10
LAMBRETTA '55, 150, pillon, carrier, screen etc.....		£109 10
LAMBRETTA '55, 150, pillon, carrier, s/wheel, screen LAMBRETTA '55, 150, self starter, pillon etc.....		£119 10
LAMBRETTA '57, 125, Mark III, pillon, real snip.....		£125 10
LAMBRETTA '57, 150 Mark II, pillon, carrier, bags.....		£125 10
LAMBRETTA '57, 150 Mark III, spare wheel, carrier etc. LAMBRETTA '57, 150, plin, Canterbury Demon s/s etc.....		£179 10
LEOPARD '57, 50 c.c. Bobby 6, 2 seater, real snip.....		£59 10
MAIOLETTA '57, 250, screen, carrier, taxed December MEBURRY '57, Hermes, Scooterette, screen.....		£59 10
MERCURY '56/7, 45 c.c. Mercette, 4 speeds, condition.....		£49 10
MORLEYETTE '57, 50 c.c. Electric lighting, speedo, etc.....		£29 10
MOTOBOANE '55/6, 125, screen, pillon, spare wheel H.S.D. '55, 60 Quickly, Taced December, attractive.....		£79 10
N.S.D. '57, 150 Prima, screen, spare wheel, bags, etc.....		£149 10
PIATTI '56/7, 125, spare wheel, screen, carrier.....		£99 10
PIATTI '57, 125, screen, s/wheel, carrier, only 1,000 ms. POWERRIDE '56, 322 Twin, super condition.....		£259 10
POWERRIDE '57, 322 Twin, taxed, ex. condition.....		£299 10
PRIMA '56/7, 150, spare wheel, screen, low mileage.....		£159 10
PROGRESS '56, 200, screen, dual seat, 1 owner.....		£149 10
TERROR '57, 125, screen, s/wheel and carrier.....		£109 10
T.W.N. '57, 125, Dewey, de luxe, only 110 miles.....		£149 10
T.W.N. '57, 200 Contessa, screen, superb condition.....		£185 10
VESPA '53, 125, screen, pillon, attractive.....		£85 10
VESPA '55, 125, pillon, carrier, screen.....		£149 10
VESPA '56, 125, dual seat, spare wheel etc.....		£109 10
VESPA '57, 125, screen, dual seat, carrier, etc.....		£119 10
VESPA '56, 150 Grand Sports, screen, c/bars, ex. cond. VESTRO '56, 50 c.c. Moped, s/arm, d/seal.....		£139 10
VICTORIA '57, 50 c.c. Scooterette, screen, low mileage ZUNDAPF '57, 50 c.c. Combinette, 2 speed, spring frame.....		£59 10

895-92 FULHAM ROAD - LONDON - S.W.6

RENEW 6174 (20 LINES)

North London Branch. 183-187 High Road, S. Tottenham, N.15. Phone: Stamford Hill 2340. OPEN 8.30 a.m. to 6.0 p.m. DAILY. THURSDAYS 1 p.m.

SAFE and SURE—

**at any speed on
GOODYEAR
MOTORCYCLE TYRES**

For safer, surer 'go-ahead' grip, fit Goodyear rear wheel tyres. They're outstanding in *every* way—for reliability, long tread life, lowest cost per mile. Goodyear motorcycle tyres have car-tyre construction for greater strength and flexibility. They're the greatest value for money you can buy—see them at your suppliers today.



**NEW! GOODYEAR
ALL-SERVICE**

A great new rear wheel tyre with improved diamond tread and sturdy reinforced shoulders to give safer cornering, extra grip and smoother riding.

**THE FAMOUS
GRASSHOPPER**

Proved over the years and still a firm favourite. Has tough, spear-shaped tread blocks that grip on any surface—wet or dry. Made in a wide range of sizes.



Take a look also at the **NEW RIB FRONT**—the tyre for smooth riding with sure road grip and long life; and the **COMBINATION** tyre—specially developed for sidecars with the All-Weather tread proved on cars.

Change over now to

GOODYEAR
MOTORCYCLE TYRES

1958

ey're
cost
a for
oney

R